	OBD-II Diagnostic Trouble Code Definitions	**North America**													**Europe**				**Australia**			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	**Spark Ignition PCM**			**Standalone TCM**			**Diesel PCM**			**Mazda**	**Jaguar**	**Land Rover**	**Nissan**	**Spark Ignition**			**Diesel**	**Spark Ignition**			**SAE J1930 Component/ System and I/O Type**
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	**Continuous**	**KOEO**	**KOER**	**Continuous**	**KOEO**	**KOER**	**Continuous**	**KOEO**	**KOER**					**Continuous**	**KOEO**	**KOER**		**Continuous**	**KOEO**	**KOER**	**A = Analog D = Digital F = Frequency I = Input O = Output**
	Fuel and Air Metering and Auxiliary Emission Controls																					
P0000	SAE Reserved - Use Not Allowed																					
P0001	Fuel Volume Regulator Control Circuit / Open							D*	d	d												FVR
P0002	Fuel Volume Regulator Control Circuit Range/Performance							D*														FVR
P0003	Fuel Volume Regulator Control Circuit Low							D*	d	d												FVR
P0004	Fuel Volume Regulator Control Circuit High							D*	d	d												FVR
P0005	Fuel Shutoff Valve "A" Control Circuit / Open	G																				
P0006	Fuel Shutoff Valve "A" Control Circuit Low																					
P0007	Fuel Shutoff Valve "A" Control Circuit High																					
P0008	Engine Position System Performance (Bank 1)																					
P0009	Engine Position System Performance (Bank 2)																					
P000A	Intake (A) Camshaft Position Slow Response (Bank 1)																					
P000B	Exhaust (B) Camshaft Position Slow Response (Bank 1)																					
P000C	Intake (A) Camshaft Position Slow Response (Bank 2)																					
P000D	Exhaust (B) Camshaft Position Slow Response (Bank 2)																					
P000E	Fuel Volume Regulator Control Exceeded Learning Limit							D														FVR
P000F	Fuel System Over Pressure Relief Valve Activated																					
P0010	Intake (A) Camshaft Position Actuator Circuit / Open (Bank 1)	G*	g	g							M*	J*										
P0011	Intake (A) Camshaft Position Timing - Over-Advanced (Bank 1)	G*		g							M*				E							
P0012	Intake (A) Camshaft Position Timing - Over-Retarded (Bank 1)	G*		g							M*				E							
P0013	Exhaust (B) Camshaft Position Actuator Circuit / Open (Bank 1)	G*	g	g																		
P0014	Exhaust (B) Camshaft Position Timing - Over-Advanced (Bank 1)	G*		g																		
P0015	Exhaust (B) Camshaft Position Timing - Over-Retarded (Bank 1)	G*		g																		
P0016	Crankshaft Position - Camshaft Position Correlation (Bank 1 Sensor A)	G*						D*			M*											
P0017	Crankshaft Position - Camshaft Position Correlation (Bank 1 Sensor B																					
P0018	Crankshaft Position - Camshaft Position Correlation (Bank 2 Sensor A)	G*									M*											
P0019	Crankshaft Position - Camshaft Position Correlation (Bank 2 Sensor B)																					
P001A	Intake (A) Cam Profile Control Circuit / Open (Bank 1)																					
P001B	Intake (A) Cam Profile Control Circuit Low (Bank 1)																					
P001C	Intake (A) Cam Profile Control Circuit High (Bank 1)																					
P001D	Intake (A) Cam Profile Control Circuit / Open (Bank 2)																					
P001E	Intake (A) Cam Profile Control Circuit Low (Bank 2)																					
P001F	Intake (A) Cam Profile Control Circuit High (Bank 2)																					
P0020	Intake (A) Camshaft Position Actuator Circuit / Open (Bank 2)	G*	g	g							M*	J*										
P0021	Intake (A) Camshaft Position Timing - Over-Advanced (Bank 2)	G*		g							M*											
P0022	Intake (A) Camshaft Position Timing - Over-Retarded (Bank 2)	G*		g							M*											
P0023	Exhaust (B) Camshaft Position Actuator Circuit / Open (Bank 2)	G*	g	g																		
P0024	Exhaust (B) Camshaft Position Timing - Over-Advanced (Bank 2)	G*		g																		
P0025	Exhaust (B) Camshaft Position Timing - Over-Retarded (Bank 2)	G*		g																		
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)																					
P0027	Exhaust Valve Control Solenoid Circuit Range/Performance (Bank 1)																					
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)																					
P0029	Exhaust Valve Control Solenoid Circuit Range/Performance (Bank 2)																					
P002A	Exhaust(B) Cam Profile Control Circuit / Open (Bank 1)																					
P002B	Exhaust (B) Cam Profile Control Circuit Low (Bank 1)																					
P002C	Exhaust (B) Cam Profile Control Circuit High (Bank 1)																					
P002D	Exhaust (B) Cam Profile Control Circuit / Open (Bank 2)																					
P002E	Exhaust (B) Cam Profile Control Circuit Low (Bank 2)																					
P002F	Exhaust (B) Cam Profile Control Circuit High (Bank 2)																					
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	G*		g							M*				E*							
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)										M*	J*			E*							
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	G*		g							M*	J*			E*							
P0033	Turbocharger/Supercharger Bypass Valve Control Circuit / Open							D*	d	d												
P0034	Turbocharger/Supercharger Bypass Valve Control Circuit Low																					
P0035	Turbocharger/Supercharger Bypass Valve Control Circuit High																					
P0036	HO2S Heater Control Circuit (Bank 1 Sensor 2)														E*							
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)										M*	J*			E*							
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)										M*	J*			E*							
P0039	Turbocharger/Supercharger Bypass Valve Control Circuit Range/Performance																					
P003A	Turbocharger/Supercharger Boost Control "A" Position Exceeded Learning Limit																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P003B	Turbocharger/Supercharger Boost Control "B" Position Exceeded Learning Limit																					
P003C	Intake (A) Camshaft Profile Control Performance or Stuck Off (Bank 1)																					
P003D	Intake (A) Camshaft Profile Control Stuck On (Bank 1)																					
P003E	Intake (A) Camshaft Profile Control Performance or Stuck Off (Bank 2)																					
P003F	Intake (A) Camshaft Profile Control Stuck On (Bank 2)																					
P0040	Oxygen Sensor Signals Swapped Bank 1 Sensor 1 / Bank 2 Sensor 1			g																		
P0041	Oxygen Sensor Signals Swapped Bank 1 Sensor 2 / Bank 2 Sensor 2			g																		
P0042	HO2S Heater Control Circuit (Bank 1 Sensor 3)																					
P0043	HO2S Heater Control Circuit Low (Bank 1 Sensor 3)										M*											
P0044	HO2S Heater Control Circuit High (Bank 1 Sensor 3)										M*											
P0045	Turbocharger/Supercharger Boost Control "A" Circuit / Open																	D*				
P0046	Turbocharger/Supercharger Boost Control "A" Circuit Range/Performance							D*	d	d												
P0047	Turbocharger/Supercharger Boost Control "A" Circuit Low																					
P0048	Turbocharger/Supercharger Boost Control "A" Circuit High																	D*				
P0049	Turbocharger/Supercharger Turbine Overspeed							D														
P004A	Turbocharger/Supercharger Boost Control "B" Circuit / Open																	D*				
P004B	Turbocharger/Supercharger Boost Control "B" Circuit Range/Performance																					
P004C	Turbocharger/Supercharger Boost Control "B" Circuit Low																					
P004D	Turbocharger/Supercharger Boost Control "B" Circuit High																	D*				
P004E	Turbocharger/Supercharger Boost Control "A" Circuit Intermittent/Erratic																	D*				
P004F	Turbocharger/Supercharger Boost Control "B" Circuit Intermittent/Erratic																	D*				
P0050	HO2S Heater Control Circuit (Bank 2 Sensor 1)	G*		g																		
P0051	HO2S Heater Control Circuit Low (Bank 2 Sensor 1)										M*	J*										
P0052	HO2S Heater Control Circuit High (Bank 2 Sensor 1)	G*		g							M*	J*										
P0053	HO2S Heater Resistance (Bank 1 Sensor 1)	G*	g	g											E*							
P0054	HO2S Heater Resistance (Bank 1 Sensor 2)	G*	g	g											E*							
P0055	HO2S Heater Resistance (Bank 1 Sensor 3)	G*	g	g																		
P0056	HO2S Heater Control Circuit (Bank 2 Sensor 2)																					
P0057	HO2S Heater Control Circuit Low (Bank 2 Sensor 2)										M*	J*										
P0058	HO2S Heater Control Circuit High (Bank 2 Sensor 2)										M*	J*										
P0059	HO2S Heater Resistance (Bank 2 Sensor 1)	G*	g	g																		
P005A	Exhaust (B) Camshaft Profile Control Performance or Stuck Off (Bank 1)																					
P005B	Exhaust (B) Camshaft Profile Control Stuck On (Bank 1)																					
P005C	Exhaust (B) Camshaft Profile Control Performance or Stuck Off (Bank 2)																					
P005D	Exhaust (B) Camshaft Profile Control Stuck On (Bank 2)																					
P005E	Turbocharger/Supercharger Boost Control "B" Supply Voltage Circuit Low																					
P005F	Turbocharger/Supercharger Boost Control "B" Supply Voltage Circuit High																					
P0060	HO2S Heater Resistance (Bank 2 Sensor 2)	G*	g	g																		
P0061	HO2S Heater Resistance (Bank 2 Sensor 3)	G*	g	g																		
P0062	HO2S Heater Control Circuit (Bank 2 Sensor 3)																					
P0063	HO2S Heater Control Circuit Low (Bank 2 Sensor 3)										M*											
P0064	HO2S Heater Control Circuit High (Bank 2 Sensor 3)										M*											
P0065	Air Assisted Injector Control Range/Performance	G*		g								?										
P0066	Air Assisted Injector Control Circuit or Circuit Low	G*	g	g								?										
P0067	Air Assisted Injector Control Circuit High																					
P0068	MAP / MAF - Throttle Position Correlation	G*																				
P0069	MAP - Barometric Pressure Correlation							D*														
P006A	MAP - Mass or Volume Air Flow Correlation (Bank 1)																					
P006B	MAP - Exhaust Pressure Correlation							D*														
P006C	MAP - Turbocharger/Supercharger Inlet Pressure Correlation																					
P006D	Barometric Pressure - Turbocharger/Supercharger Inlet Pressure Correlation																					
P006E	Turbocharger/Supercharger Boost Control "A" Supply Voltage Circuit Low																					
P006F	Turbocharger/Supercharger Boost Control "A" Supply Voltage Circuit High																					
P0070	Ambient Air Temperature Sensor Circuit																					AAT
P0071	Ambient Air Temperature Sensor Range/Performance																					AAT
P0072	Ambient Air Temperature Sensor Circuit Low														E*							AAT
P0073	Ambient Air Temperature Sensor Circuit High														E*							AAT
P0074	Ambient Air Temperature Sensor Circuit Intermittent/Erratic																					AAT
P0075	Intake Valve Control Circuit (Bank 1)																					
P0076	Intake Valve Control Circuit Low (Bank 1)																					
P0077	Intake Valve Control Circuit High (Bank 1)																					
P0078	Exhaust Valve Control Circuit (Bank 1)																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0079	Exhaust Valve Control Circuit Low (Bank 1)																					
P007A	Charge Air Cooler Temperature Sensor Circuit (Bank 1)																					CACT1
P007B	Charge Air Cooler Temperature Sensor Circuit Range/Performance (Bank 1)																					CACT1
P007C	Charge Air Cooler Temperature Sensor Circuit Low (Bank 1)																					CACT1
P007D	Charge Air Cooler Temperature Sensor Circuit High (Bank 1)																					CACT1
P007E	Charge Air Cooler Temperature Sensor Intermittent/Erratic (Bank 1)																					CACT1
P007F	Charge Air Cooler Temperature Sensor Bank 1 / 2 Correlation																					CACT1
P0080	Exhaust Valve Control Circuit High (Bank 1)																					
P0081	Intake Valve Control Circuit (Bank 2)																					
P0082	Intake Valve Control Circuit Low (Bank 2)																					
P0083	Intake Valve Control Circuit High (Bank 2)																					
P0084	Exhaust Valve Control Circuit (Bank 2)																					
P0085	Exhaust Valve Control Circuit Low (Bank 2)																					
P0086	Exhaust Valve Control Circuit High (Bank 2)																					
P0087	Fuel Rail/System Pressure - Too Low	G						D*														
P0088	Fuel Rail/System Pressure - Too High							D*														
P0089	Fuel Pressure Regulator Performance														E			D*				FPR
P008A	Low Pressure Fuel System Pressure - Too Low							D		d												
P008B	Low Pressure Fuel System Pressure - Too High																					
P008C	Fuel Cooler Pump Control Circuit / Open							D														
P008D	Fuel Cooler Pump Control Circuit Low							D														
P008E	Fuel Cooler Pump Control Circuit High							D														
P008F	Engine Coolant Temperature / Fuel Temperature Correlation							D*	d													
P0090	Fuel Pressure Regulator Control Circuit / Open							D*	d	d								D*				FPR
P0091	Fuel Pressure Regulator Control Circuit Low							D*	d	d	M*				E			D*				FPR
P0092	Fuel Pressure Regulator Control Circuit High							D*	d	d	M*				E							FPR
P0093	Fuel System Leak Detected - Large Leak														E							
P0094	Fuel System Leak Detected - Small Leak																					
P0095	Intake Air Temperature Sensor 2 Circuit (Bank 1)																					IAT21
P0096	Intake Air Temperature Sensor 2 Circuit Range/Performance (Bank 1)							D*			M*											IAT21
P0097	Intake Air Temperature Sensor 2 Circuit Low (Bank 1)							D*	d	d	M*											IAT21
P0098	Intake Air Temperature Sensor 2 Circuit High (Bank 1)							D*	d	d	M*											IAT21
P0099	Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)							D	d	d												IAT21
P009A	Intake Air Temperature /Ambient Air Temperature Correlation																					
P009B	Fuel Pressure Relief Control Circuit / Open																					
P009C	Fuel Pressure Relief Control Circuit Low																					
P009D	Fuel Pressure Relief Control Circuit High																					
P009E	Fuel Pressure Relief Control Performance / Stuck Off																					
P009F	Fuel Pressure Relief Control Stuck On																					
P00A0	Charge Air Cooler Temperature Sensor Circuit (Bank 2)																					CACT2
P00A1	Charge Air Cooler Temperature Sensor Circuit Range/Performance (Bank 2)																					CACT2
P00A2	Charge Air Cooler Temperature Sensor Circuit Low (Bank 2)																					CACT2
P00A3	Charge Air Cooler Temperature Sensor Circuit High (Bank 2)																					CACT2
P00A4	Charge Air Cooler Temperature Sensor Intermittent/Erratic (Bank 2)																					CACT2
P00A5	Intake Air Temperature Sensor 2 Circuit (Bank 2)																					IAT22
P00A6	Intake Air Temperature Sensor 2 Circuit Range/Performance (Bank 2)																					IAT22
P00A7	Intake Air Temperature Sensor 2 Circuit Low (Bank 2)																					IAT22
P00A8	Intake Air Temperature Sensor 2 Circuit High (Bank 2)																					IAT22
P00A9	Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)																					IAT22
P00AA	Intake Air Temperature Sensor 1 Circuit (Bank 2)																					IAT12
P00AB	Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 2)																					IAT12
P00AC	Intake Air Temperature Sensor 1 Circuit Low (Bank 2)																					IAT12
P00AD	Intake Air Temperature Sensor 1 Circuit High (Bank 2)																					IAT12
P00AE	Intake Air Temperature Sensor 1 Circuit Intermittent/Erratic (Bank 2)																					IAT12
P00AF	Turbocharger/Supercharger Boost Control "A" Module Performance																					
P00B0	Turbocharger/Supercharger Boost Control "B" Module Performance																					
P00B1	Radiator Coolant Temperature Sensor Circuit																					
P00B2	Radiator Coolant Temperature Sensor Circuit Range/Performance																					
P00B3	Radiator Coolant Temperature Sensor Circuit Low																					
P00B4	Radiator Coolant Temperature Sensor Circuit High																					
P00B5	Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic																					
P00B6	Radiator Coolant Temperature / Engine Coolant Temperature Correlation																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P00B7	Engine Coolant Flow Low/Performance																					
P00B8	MAP - Mass or Volume Air Flow Correlation (Bank 2)																					
P00B9	Low Pressure Fuel System Pressure – Too Low, Low Ambient Temperature							D														
P00BA	Low Fuel Pressure – Forced Limited Power							D														
P00BB	Fuel Injector Insufficient Flow – Forced Limited Power	G																				
P00BC	Mass or Volume Air Flow "A" Circuit Range/Performance - Air Flow Too Low																					
P00BD	Mass or Volume Air Flow "A" Circuit Range/Performance - Air Flow Too High																					
P00BE	Mass or Volume Air Flow "B" Circuit Range/Performance - Air Flow Too Low																					
P00BF	Mass or Volume Air Flow "B" Circuit Range/Performance - Air Flow Too High																					
P00C0																						
	Fuel and Air Metering																					
P0100	Mass or Volume Air Flow "A" Circuit							D*	d	d	M			N	E			D*				MAF/VAF [AI]
P0101	Mass or Volume Air Flow "A" Circuit Range/Performance	G*						D*			M*	J*			E				U			MAF/VAF [AI]
P0102	Mass or Volume Air Flow "A" Circuit Low	G*+		g				D*	d	d	M*	J*			E*		e		U			MAF/VAF [AI]
P0103	Mass or Volume Air Flow "A" Circuit High	G*+	g	g				D*	d	d	M*	J*			E*	e	e		U			MAF/VAF [AI]
P0104	Mass or Volume Air Flow "A" Circuit Intermittent/Erratic	G						D														MAF/VAF [AI]
P0105	Manifold Absolute Pressure/BARO Circuit	G*						D			M	J*			E*			D*				MAP/BARO
P0106	Manifold Absolute Pressure/BARO Sensor Range/Performance	G*		g				D*	d	d	M*	J*			E*				U			MAP/BARO
P0107	Manifold Absolute Pressure/BARO Sensor Low	G*	g	g				D*	d	d	M*	J*			E*	e	e		U			MAP/BARO
P0108	Manifold Absolute Pressure/BARO Sensor High	G*	g	g				D*	d	d	M*	J*			E*	e	e		U			MAP/BARO
P0109	Manifold Absolute Pressure/BARO Sensor Intermittent	G						D	d	d					E*							MAP/BARO
P010A	Mass or Volume Air Flow "B" Circuit																					
P010B	Mass or Volume Air Flow "B" Circuit Range/Performance																					
P010C	Mass or Volume Air Flow "B" Circuit Low																					
P010D	Mass or Volume Air Flow "B" Circuit High																					
P010E	Mass or Volume Air Flow "B" Circuit Intermittent/Erratic																					
P010F	Mass or Volume Air Flow Sensor "A" / "B" Correlation																					
P0110	Intake Air Temperature Sensor 1 Circuit (Bank 1)										M			N	E*			D*				IAT [AI]
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 1)	G*						D*			M*	J*							U			IAT [AI]
P0112	Intake Air Temperature Sensor 1 Circuit Low (Bank 1)	G*	g	g				D*	d	d	M*	J*			E*	e	e		U			IAT [AI]
P0113	Intake Air Temperature Sensor 1 Circuit High (Bank 1)	G*	g	g				D*	d	d	M*	J*			E*	e	e		U			IAT [AI]
P0114	Intake Air Temperature Sensor 1 Intermittent/Erratic (Bank 1)	G						D							E							IAT [AI]
P0115	Engine Coolant Temperature Sensor 1 Circuit										M			N	E*			D				ECT [AI]
P0116	Engine Coolant Temperature Sensor 1 Circuit Range/Performance	G*						D*	d	d	M*	J*			E*				U			ECT [AI]
P0117	Engine Coolant Temperature Sensor 1 Circuit Low	G*	g	g				D*	d	d	M*	J*			E*	e	e		U			ECT [AI]
P0118	Engine Coolant Temperature Sensor 1 Circuit High	G*	g	g				D*	d	d	M*	J*			E*	e	e		U			ECT [AI]
P0119	Engine Coolant Temperature Sensor 1 Circuit Intermittent/Erratic	G						D	d	d					E							ECT [AI]
P011A	Engine Coolant Temperature Sensor 1 / 2 Correlation																					
P011B	Engine Coolant Temperature / Intake Air Temperature Correlation																					
P011C	Charge Air Temperature / Intake Air Temperature Correlation (Bank 1)																					
P011D	Charge Air Temperature / Intake Air Temperature Correlation (Bank 2)																					
P011E																						
P011F																						
P0120	Throttle/Pedal Position Sensor "A" Circuit	G*									M			N	E*							TP-A [AI]
P0121	Throttle/Pedal Position Sensor "A" Circuit Range/Performance	G		g							M*	J*			E		e		U			TP-A [AI]
P0122	Throttle/Pedal Position Sensor "A" Circuit Low	G*+	g	g				D*	d	d	M*	J*			E*	e	e		U			TP-A [AI]
P0123	Throttle/Pedal Position Sensor "A" Circuit High	G*+	g	g				D*	d	d	M*	J*			E*	e	e					TP-A [AI]
P0124	Throttle/Pedal Position Sensor "A" Intermittent	G	g	g							M				E							TP-A [AI]
P0125	Insufficient Coolant Temp For Closed Loop Fuel Control	G*									M*	J*		N	E							
P0126	Insufficient Coolant Temp For Stable Operation	[G]						D			M*											
P0127	Intake Air Temperature Too High	G	g	g																		
P0128	Coolant Thermostat (Coolant Temp Below Thermostat Regulating Temperature)	G*						D*			M*	J*										
P0129	Barometric Pressure Too Low																					BARO
P012A	Turbocharger/Supercharger Inlet Pressure Sensor Circuit																					
P012B	Turbocharger/Supercharger Inlet Pressure Sensor Circuit Range/Performance	G*	g	g																		
P012C	Turbocharger/Supercharger Inlet Pressure Sensor Circuit Low	G*	g	g																		
P012D	Turbocharger/Supercharger Inlet Pressure Sensor Circuit High	G*	g	g																		
P012E	Turbocharger/Supercharger Inlet Pressure Sensor Circuit Intermittent/Erratic	G	g	g																		

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P012F																						
P0130	O2 Sensor Circuit (Bank 1 Sensor 1)	G*		g							M*			N	E*							HO2S11 [AI]
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	G*									M*	J*			E*				U			HO2S11 [AI]
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	G*		g							M*	J*			E*		e					HO2S11 [AI]
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	G*		g							M*	J*			E*							HO2S11 [AI]
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	G*									M*				E*							HO2S11 [AI]
P0135	O2 Sensor Heater Circuit (Bank 1 Sensor 1)	G*	g	g							M	J*		N	E*	e	e					HO2S11 [AI]
P0136	O2 Sensor Circuit (Bank 1 Sensor 2)	G*									M			N	E*							HO2S12 [AI]
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)										M*	J*			E*							HO2S12 [AI]
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	G*		g							M*	J*			E*		e					HO2S12 [AI]
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	G*									M*	J			E*							HO2S12 [AI]
P013A	O2 Sensor Slow Response - Rich to Lean (Bank 1 Sensor 2)	G*																				HO2S12 [AI]
P013B	O2 Sensor Slow Response - Lean to Rich (Bank 1 Sensor 2)																					HO2S12 [AI]
P013C	O2 Sensor Slow Response - Rich to Lean (Bank 2 Sensor 2)	G*																				HO2S22 [AI]
P013D	O2 Sensor Slow Response - Lean to Rich (Bank 2 Sensor 2)																					HO2S22 [AI]
P013E	O2 Sensor Delayed Response - Rich to Lean (Bank 1 Sensor 2)	G*																				
P013F	O2 Sensor Delayed Response - Lean to Rich (Bank 1 Sensor 2)																					
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)										M*	J*			E							HO2S12 [AI]
P0141	O2 Sensor Heater Circuit (Bank 1 Sensor 2)	G*	g	g							M			N	E*	e	e					HO2S12 [AI]
P0142	O2 Sensor Circuit (Bank 1 Sensor 3)										M											HO2S13 [AI]
P0143	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 3)																					HO2S13 [AI]
P0144	O2 Sensor Circuit High Voltage (Bank 1 Sensor 3)	G*		g							M*											HO2S13 [AI]
P0145	O2 Sensor Circuit Slow Response (Bank 1 Sensor 3)																					HO2S13 [AI]
P0146	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 3)										M*											HO2S13 [AI]
P0147	O2 Sensor Heater Circuit (Bank 1 Sensor 3)	G*	g	g							M											HO2S13 [AI]
P0148	Fuel Delivery Error	G*						D+							E			D				
P0149	Fuel Timing Error							D+										D				
P014A	O2 Sensor Delayed Response - Rich to Lean (Bank 2 Sensor 2)	G*																				
P014B	O2 Sensor Delayed Response - Lean to Rich (Bank 2 Sensor 2)																					
P014C	O2 Sensor Slow Response - Rich to Lean (Bank 1 Sensor 1)																					
P014D	O2 Sensor Slow Response - Lean to Rich (Bank 1 Sensor 1)																					
P014E	O2 Sensor Slow Response - Rich to Lean (Bank 2 Sensor 1)																					
P014F	O2 Sensor Slow Response - Lean to Rich (Bank 2 Sensor 1)																					
P0150	O2 Sensor Circuit (Bank 2 Sensor 1)	G*		g							M											HO2S21 [AI]
P0151	O2 Sensor Circuit Low Voltage (Bank 2 Sensor 1)	G*									M*	J*							U			HO2S21 [AI]
P0152	O2 Sensor Circuit High Voltage (Bank 2 Sensor 1)	G*		g							M*	J*			E*	e	e					HO2S21 [AI]
P0153	O2 Sensor Circuit Slow Response (Bank 2 Sensor 1)	G*									M*	J*			E*							HO2S21 [AI]
P0154	O2 Sensor Circuit No Activity Detected (Bank 2 Sensor 1)	G*		g							M*											HO2S21 [AI]
P0155	O2 Sensor Heater Circuit (Bank 2 Sensor 1)	G*	g	g							M	J*			E*	e	e					HO2S21 [AI]
P0156	O2 Sensor Circuit (Bank 2 Sensor 2)	G*													E*							HO2S22 [AI]
P0157	O2 Sensor Circuit Low Voltage (Bank 2 Sensor 2)										M*	J*										HO2S22 [AI]
P0158	O2 Sensor Circuit High Voltage (Bank 2 Sensor 2)	G*		g							M*	J*			E*	e	e					HO2S22 [AI]
P0159	O2 Sensor Circuit Slow Response (Bank 2 Sensor 2)	G*									M*	J										HO2S22 [AI]
P015A	O2 Sensor Delayed Response - Rich to Lean (Bank 1 Sensor 1)																					
P015B	O2 Sensor Delayed Response - Lean to Rich (Bank 1 Sensor 1)																					
P015C	O2 Sensor Delayed Response - Rich to Lean (Bank 2 Sensor 1)																					
P015D	O2 Sensor Delayed Response - Lean to Rich (Bank 2 Sensor 1)																					
P015E																						
P015F																						
P0160	O2 Sensor Circuit No Activity Detected (Bank 2 Sensor 2)										M*	J*										HO2S22 [AI]
P0161	O2 Sensor Circuit Heater Circuit (Bank 2 Sensor 2)	G*	g	g											E*	e	e					HO2S22 [AI]
P0162	O2 Sensor Circuit (Bank 2 Sensor 3)																					HO2S23 [AI]
P0163	O2 Sensor Circuit Low Voltage (Bank 2 Sensor 3)																					HO2S23 [AI]
P0164	O2 Sensor Circuit High Voltage (Bank 2 Sensor 3)	G*		g							M*											HO2S23 [AI]
P0165	O2 Sensor Circuit Slow Response (Bank 2 Sensor 3)																					HO2S23 [AI]
P0166	O2 Sensor Circuit No Activity Detected (Bank 2 Sensor 3)										M*											HO2S23 [AI]
P0167	O2 Sensor Heater Circuit (Bank 2 Sensor 3)	G*	g	g																		HO2S23 [AI]
P0168	Engine Fuel Temperature Too High							D										D				EFT
P0169	Incorrect Fuel Composition																					
P016A																						
P016B																						
P016C																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P016D																						
P016E																						
P016F																						
P0170	Fuel Trim (Bank 1)										M				E							LTFT
P0171	System Too Lean (Bank 1)	G*									M*	J*		N	E*				U			LTFT
P0172	System Too Rich (Bank 1)	G*									M*	J*		N	E*				U			LTFT
P0173	Fuel Trim (Bank 2)										M											LTFT
P0174	System Too Lean (Bank 2)	G*									M*	J*			E*				U			LTFT
P0175	System Too Rich (Bank 2)	G*									M*	J*			E*				U			LTFT
P0176	Flexible Fuel Sensor Circuit	G*		g																		FF [FI]
P0177	Flexible Fuel Sensor Circuit Range/Performance																					FF [FI]
P0178	Flexible Fuel Sensor Circuit Low																					FF [FI]
P0179	Flexible Fuel Sensor Circuit High																					FF [FI]
P017A																						
P017B																						
P017C																						
P017D																						
P017E																						
P017F																						
P0180	Fuel Temperature Sensor "A" Circuit	G*	g	g														D*				FRT-A [AI]
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance		g	g				D*														FRT-A [AI]
P0182	Fuel Temperature Sensor "A" Circuit Low	G*	g	g				D*	d	d												FRT-A [AI]
P0183	Fuel Temperature Sensor "A" Circuit High	G*	g	g				D*	d	d												FRT-A [AI]
P0184	Fuel Temperature Sensor "A" Circuit Intermittent							D	d	d												FRT-A [AI]
P0185	Fuel Temperature Sensor "B" Circuit																					FRT-B [AI]
P0186	Fuel Temperature Sensor "B" Circuit Range/Performance		g	g																		FRT-B [AI]
P0187	Fuel Temperature Sensor "B" Circuit Low	G*	g	g											E							FRT-B [AI]
P0188	Fuel Temperature Sensor "B" Circuit High	G*	g	g											E							FRT-B [AI]
P0189	Fuel Temperature Sensor "B" Circuit Intermittent																					FRT-B [AI]
P018A	Fuel Pressure Sensor "B" Circuit																					
P018B	Fuel Pressure Sensor "B" Circuit Range/Performance																					
P018C	Fuel Pressure Sensor "B" Circuit Low														E							
P018D	Fuel Pressure Sensor "B" Circuit High														E							
P018E	Fuel Pressure Sensor "B" Circuit Intermittent/Erratic																					
P018F	Fuel System Over Pressure Relief Valve Frequent Activation																					
P0190	Fuel Rail Pressure Sensor "A" Circuit	G*													E			D*				FRP [AI]
P0191	Fuel Rail Pressure Sensor "A" Circuit Range/Performance	G*		g				D*+										D*				FRP [AI]
P0192	Fuel Rail Pressure Sensor "A" Circuit Low	G*	g	g				D*	d	d	M*	J*			E							FRP [AI]
P0193	Fuel Rail Pressure Sensor "A" Circuit High	G*	g	g				D*	d	d	M*	J*			E							FRP [AI]
P0194	Fuel Rail Pressure Sensor "A" Circuit Intermittent/Erratic							D	d	d												FRP [AI]
P0195	Engine Oil Temperature Sensor Circuit							D														EOT [AI]
P0196	Engine Oil Temperature Sensor Range/Performance	G*						D*		d		J*										EOT [AI]
P0197	Engine Oil Temperature Sensor Circuit Low	G*	g	g				D*	d	d		J*										EOT [AI]
P0198	Engine Oil Temperature Sensor Circuit High	G*	g	g				D*	d	d		J*										EOT [AI]
P0199	Engine Oil Temperature Sensor Circuit Intermittent/Erratic							D	d													EOT [AI]
P019A																						
P019B																						
P019C																						
P019D																						
P019E																						
P019F																						
	Fuel and Air Metering																					
P0200	Injector Circuit														E*	e	e	D*				INJ [DO]
P0201	Cylinder 1 Injector Circuit / Open	G*	g	g				D			M	J*			E*	e	e	D*	U			INJ-1 [DO]
P0202	Cylinder 2 Injector Circuit / Open	G*	g	g				D			M	J*			E*	e	e	D*	U			INJ-2 [DO]
P0203	Cylinder 3 Injector Circuit / Open	G*	g	g				D			M	J*			E*	e	e	D*	U			INJ-3 [DO]
P0204	Cylinder 4 Injector Circuit / Open	G*	g	g				D			M	J*			E*	e	e	D*	U			INJ-4 [DO]
P0205	Cylinder 5 Injector Circuit / Open	G*	g	g				D			M	J*			E*	e	e		U			INJ-5 [DO]
P0206	Cylinder 6 Injector Circuit / Open	G*	g	g				D			M	J*			E*	e	e		U			INJ-6 [DO]
P0207	Cylinder 7 Injector Circuit / Open	G*	g	g				D			M	J*							U			INJ-7 [DO]
P0208	Cylinder 8 Injector Circuit / Open	G*	g	g				D			M	J*							U			INJ-8 [DO]
P0209	Cylinder 9 Injector Circuit / Open	G*	g	g																		INJ-9 [DO]

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P020A	Cylinder 1 Injection Timing																					
P020B	Cylinder 2 Injection Timing																					
P020C	Cylinder 3 Injection Timing																					
P020D	Cylinder 4 Injection Timing																					
P020E	Cylinder 5 Injection Timing																					
P020F	Cylinder 6 Injection Timing																					
P0210	Cylinder 10 Injector Circuit / Open	G*	g	g																		INJ-10 [DO]
P0211	Cylinder 11 Injector Circuit / Open	G*	g	g																		INJ-11 [DO]
P0212	Cylinder 12 Injector Circuit / Open	G*	g	g																		INJ-12 [DO]
P0213	Cold Start Injector 1	G*																				
P0214	Cold Start Injector 2																					
P0215	Engine Shutoff Solenoid																					
P0216	Injector/Injection Timing Control Circuit							D+										D*				
P0217	Engine Coolant Over Temperature Condition	G	g	g																		ECT
P0218	Transmission Fluid Over Temperature Condition	G	g	g	T*																	TFT
P0219	Engine Overspeed Condition	G			T*			D			M				E							
P021A	Cylinder 7 Injection Timing																					
P021B	Cylinder 8 Injection Timing																					
P021C	Cylinder 9 Injection Timing																					
P021D	Cylinder 10 Injection Timing																					
P021E	Cylinder 11 Injection Timing																					
P021F	Cylinder 12 Injection Timing																					
P0220	Throttle/Pedal Position Sensor/Switch "B" Circuit								d	d					E*							TP-B [AI]
P0221	Throttle/Pedal Position Sensor/Switch "B" Circuit Range/Performance	G	g	g				D*			M*				E							TP-B [AI]
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	G*+	g	g				D	d	d	M*	J*			E*	e	e					TP-B [AI]
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High	G*+	g	g				D	d	d	M*	J*			E*	e	e					TP-B [AI]
P0224	Throttle/Pedal Position Sensor/Switch "B" Circuit Intermittent	G	g	g							M	J			E							TP-B [AI]
P0225	Throttle/Pedal Position Sensor/Switch "C" Circuit																					TP-C [AI]
P0226	Throttle/Pedal Position Sensor/Switch "C" Circuit Range/Performance																					TP-C [AI]
P0227	Throttle/Pedal Position Sensor/Switch "C" Circuit Low	G	g	g				D	d	d												TP-C [AI]
P0228	Throttle/Pedal Position Sensor/Switch "C" Circuit High	G	g	g				D	d	d												TP-C [AI]
P0229	Throttle/Pedal Position Sensor/Switch "C" Circuit Intermittent	G	g	g																		TP-C [AI]
P022A	Charge Air Cooler Bypass Control "A" Circuit /Open																					
P022B	Charge Air Cooler Bypass Control "A" Circuit Low																					
P022C	Charge Air Cooler Bypass Control "A" Circuit High																					
P022D	Charge Air Cooler Bypass Control "B" Circuit /Open																					
P022E	Charge Air Cooler Bypass Control "B" Circuit Low																					
P022F	Charge Air Cooler Bypass Control "B" Circuit High																					
P0230	Fuel Pump Primary Circuit	G	g	g				D	d	d	M				E	e	e	D*	U			FP [DO]
P0231	Fuel Pump Secondary Circuit Low	G	g	g				D*	d	d					E	e	e	D*				FP [DO]
P0232	Fuel Pump Secondary Circuit High	G	g					D	d	d					E	e						FP [DO]
P0233	Fuel Pump Secondary Circuit Intermittent														E							
P0234	Turbocharger/Supercharger "A" Overboost Condition	G	g	g				D										D				TC/SC
P0235	Turbocharger/Supercharger Boost Sensor "A" Circuit							D										D*				TC/SCB-A
P0236	Turbocharger/Supercharger Boost Sensor "A" Circuit Range/Performance							D*	d													TC/SCB-A
P0237	Turbocharger/Supercharger Boost Sensor "A" Circuit Low	G*						D*	d	d												TC/SCB-A
P0238	Turbocharger/Supercharger Boost Sensor "A" Circuit High	G*						D*	d	d												TC/SCB-A
P0239	Turbocharger/Supercharger Boost Sensor "B" Circuit																					TC/SCB-B
P023A	Charge Air Cooler Coolant Pump Control Circuit/Open																					
P023B	Charge Air Cooler Coolant Pump Control Circuit Low																					
P023C	Charge Air Cooler Coolant Pump Control Circuit High																					
P023D	Manifold Absolute Pressure - Turbocharger/Supercharger Boost Sensor "A" Correlation																					
P023E	Manifold Absolute Pressure - Turbocharger/Supercharger Boost Sensor "B" Correlation																					
P023F	Fuel Pump Secondary Circuit / Open																					
P0240	Turbocharger/Supercharger Boost Sensor "B" Circuit Range/Performance																					TC/SCB-B
P0241	Turbocharger/Supercharger Boost Sensor "B" Circuit Low																					TC/SCB-B
P0242	Turbocharger/Supercharger Boost Sensor "B" Circuit High																					TC/SCB-B
P0243	Turbocharger/Supercharger Wastegate Solenoid "A"	G	g	g														D*				TCWGS-A
P0244	Turbocharger/Supercharger Wastegate Solenoid "A" Range/Performance																					TCWGS-A
P0245	Turbocharger/Supercharger Wastegate Solenoid "A" Low										M*											TCWGS-A
P0246	Turbocharger/Supercharger Wastegate Solenoid "A" High										M*											TCWGS-A
P0247	Turbocharger/Supercharger Wastegate Solenoid B																					TCWGS-B

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0248	Turbocharger/Supercharger Wastegate Solenoid "B" Range/Performance																					TCWGS-B
P0249	Turbocharger/Supercharger Wastegate Solenoid "B" Low																					TCWGS-B
P024A	Charge Air Cooler Bypass Control "A" Range/Performance																					
P024B	Charge Air Cooler Bypass Control "A" Stuck																					
P024C	Charge Air Cooler Bypass Position Sensor "A" Circuit																					
P024D	Charge Air Cooler Bypass Position Sensor "A" Circuit Range/Performance																					
P024E	Charge Air Cooler Bypass Position Sensor "A" Circuit Low																					
P024F	Charge Air Cooler Bypass Position Sensor "A" Circuit High																					
P0250	Turbocharger/Supercharger Wastegate Solenoid "B" High																					TCWGS-B
P0251	Injection Pump Fuel Metering Control "A"										M							D*				
P0252	Injection Pump Fuel Metering Control "A" Range/Performance																	D*				
P0253	Injection Pump Fuel Metering Control "A" Low																					
P0254	Injection Pump Fuel Metering Control "A" High																					
P0255	Injection Pump Fuel Metering Control "A" Intermittent																					
P0256	Injection Pump Fuel Metering Control B																	D*				
P0257	Injection Pump Fuel Metering Control "B" Range/Performance																					
P0258	Injection Pump Fuel Metering Control "B" Low																					
P0259	Injection Pump Fuel Metering Control "B" High																					
P025A	Fuel Pump Module Control Circuit/Open	G	g	g																		
P025B	Fuel Pump Module Control Circuit Range/Performance	G	g	g																		
P025C	Fuel Pump Module Control Circuit Low																					
P025D	Fuel Pump Module Control Circuit High																					
P025E																						
P025F																						
P0260	Injection Pump Fuel Metering Control "B" Intermittent																					
P0261	Cylinder 1 Injector Circuit Low	G	g	g				D*	d	d					E*							INJ-1 [DO]
P0262	Cylinder 1 Injector Circuit High	G	g	g				D*	d	d					E*							INJ-1 [DO]
P0263	Cylinder 1 Contribution/Balance							D		d								D	U			
P0264	Cylinder 2 Injector Circuit Low	G	g	g				D*	d	d					E*							INJ-2 [DO]
P0265	Cylinder 2 Injector Circuit High	G	g	g				D*	d	d					E*							INJ-2 [DO]
P0266	Cylinder 2 Contribution/Balance							D		d								D	U			
P0267	Cylinder 3 Injector Circuit Low	G	g	g				D*	d	d					E*							INJ-3 [DO]
P0268	Cylinder 3 Injector Circuit High	G	g	g				D*	d	d					E*							INJ-3 [DO]
P0269	Cylinder 3 Contribution/Balance							D		d								D	U			
P026A																						
P026B																						
P026C																						
P026D																						
P026E																						
P026F																						
P0270	Cylinder 4 Injector Circuit Low	G	g	g				D*	d	d					E*							INJ-4 [DO]
P0271	Cylinder 4 Injector Circuit High	G	g	g				D*	d	d					E*							INJ-4 [DO]
P0272	Cylinder 4 Contribution/Balance							D		d								D	U			
P0273	Cylinder 5 Injector Circuit Low	G	g	g				D*	d	d												INJ-5 [DO]
P0274	Cylinder 5 Injector Circuit High	G	g	g				D*	d	d												INJ-5 [DO]
P0275	Cylinder 5 Contribution/Balance							D		d									U			
P0276	Cylinder 6 Injector Circuit Low	G	g	g				D*	d	d												INJ-6 [DO]
P0277	Cylinder 6 Injector Circuit High	G	g	g				D*	d	d												INJ-6 [DO]
P0278	Cylinder 6 Contribution/Balance							D		d									U			
P0279	Cylinder 7 Injector Circuit Low	G	g	g				D*	d	d												INJ-7 [DO]
P027A																						
P027B																						
P027C																						
P027D																						
P027E																						
P027F																						
P0280	Cylinder 7 Injector Circuit High	G	g	g				D*	d	d												INJ-7 [DO]
P0281	Cylinder 7 Contribution/Balance							D		d									U			
P0282	Cylinder 8 Injector Circuit Low	G	g	g				D*	d	d												INJ-8 [DO]
P0283	Cylinder 8 Injector Circuit High	G	g	g				D*	d	d												INJ-8 [DO]
P0284	Cylinder 8 Contribution/Balance							D		d									U			
P0285	Cylinder 9 Injector Circuit Low																					INJ-9 [DO]

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0286	Cylinder 9 Injector Circuit High																					INJ-9 [DO]
P0287	Cylinder 9 Contribution/Balance																					
P0288	Cylinder 10 Injector Circuit Low																					INJ-10 [DO]
P0289	Cylinder 10 Injector Circuit High																					INJ-10 [DO]
P028A																						
P028B																						
P028C																						
P028D																						
P028E																						
P028F																						
P0290	Cylinder 10 Contribution/Balance																					
P0291	Cylinder 11 Injector Circuit Low																					INJ-11 [DO]
P0292	Cylinder 11 Injector Circuit High																					INJ-11 [DO]
P0293	Cylinder 11 Contribution/Balance																					
P0294	Cylinder 12 Injector Circuit Low																					INJ-12 [DO]
P0295	Cylinder 12 Injector Circuit High																					INJ-12 [DO]
P0296	Cylinder 12 Contribution/Balance																					
P0297	Vehicle Overspeed Condition	G						D														
P0298	Engine Oil Over Temperature Condition	G*						D*														EOT
P0299	Turbocharger/Supercharger "A" Underboost Condition							D*										D*				
P029A	Cylinder 1 – Fuel Trim at Max Limit																					
P029B	Cylinder 1 – Fuel Trim at Min Limit																					
P029C	Cylinder 1 – Injector Restricted																					
P029D	Cylinder 1 – Injector Leaking																					
P029E	Cylinder 2 – Fuel Trim at Max Limit																					
P029F	Cylinder 2 – Fuel Trim at Min Limit																					
P02A0	Cylinder 2 – Injector Restricted																					
P02A1	Cylinder 2 – Injector Leaking																					
P02A2	Cylinder 3 – Fuel Trim at Max Limit																					
P02A3	Cylinder 3 – Fuel Trim at Min Limit																					
P02A4	Cylinder 3 – Injector Restricted																					
P02A5	Cylinder 3 – Injector Leaking																					
P02A6	Cylinder 4 – Fuel Trim at Max Limit																					
P02A7	Cylinder 4 – Fuel Trim at Min Limit																					
P02A8	Cylinder 4 – Injector Restricted																					
P02A9	Cylinder 4 – Injector Leaking																					
P02AA	Cylinder 5 – Fuel Trim at Max Limit																					
P02AB	Cylinder 5 – Fuel Trim at Min Limit																					
P02AC	Cylinder 5 – Injector Restricted																					
P02AD	Cylinder 5 – Injector Leaking																					
P02AE	Cylinder 6 – Fuel Trim at Max Limit																					
P02AF	Cylinder 6 – Fuel Trim at Min Limit																					
P02B0	Cylinder 6 – Injector Restricted																					
P02B1	Cylinder 6 – Injector Leaking																					
P02B2	Cylinder 7 – Fuel Trim at Max Limit																					
P02B3	Cylinder 7 – Fuel Trim at Min Limit																					
P02B4	Cylinder 7 – Injector Restricted																					
P02B5	Cylinder 7 – Injector Leaking																					
P02B6	Cylinder 8 – Fuel Trim at Max Limit																					
P02B7	Cylinder 8 – Fuel Trim at Min Limit																					
P02B8	Cylinder 8 – Injector Restricted																					
P02B9	Cylinder 8 – Injector Leaking																					
P02BA	Cylinder 9 – Fuel Trim at Max Limit																					
P02BB	Cylinder 9 – Fuel Trim at Min Limit																					
P02BC	Cylinder 9 – Injector Restricted																					
P02BD	Cylinder 9 – Injector Leaking																					
P02BE	Cylinder 10 – Fuel Trim at Max Limit																					
P02BF	Cylinder 10 – Fuel Trim at Min Limit																					
P02C0	Cylinder 10 – Injector Restricted																					
P02C1	Cylinder 10 – Injector Leaking																					
P02C2	Cylinder 11 – Fuel Trim at Max Limit																					
P02C3	Cylinder 11 – Fuel Trim at Min Limit																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P02C4	Cylinder 11 – Injector Restricted																					
P02C5	Cylinder 11 – Injector Leaking																					
P02C6	Cylinder 12 – Fuel Trim at Max Limit																					
P02C7	Cylinder 12 – Fuel Trim at Min Limit																					
P02C8	Cylinder 12 – Injector Restricted																					
P02C9	Cylinder 12 – Injector Leaking																					
P02CA	Turbocharger/Supercharger "B" Overboost Condition																					
P02CB	Turbocharger/Supercharger "B" Underboost Condition																					
P02CC	Cylinder 1 Fuel Injector Offset Learning at Min Limit							D														
P02CD	Cylinder 1 Fuel Injector Offset Learning at Max Limit							D														
P02CE	Cylinder 2 Fuel Injector Offset Learning at Min Limit							D														
P02CF	Cylinder 2 Fuel Injector Offset Learning at Max Limit							D														
P02D0	Cylinder 3 Fuel Injector Offset Learning at Min Limit							D														
P02D1	Cylinder 3 Fuel Injector Offset Learning at Max Limit							D														
P02D2	Cylinder 4 Fuel Injector Offset Learning at Min Limit							D														
P02D3	Cylinder 4 Fuel Injector Offset Learning at Max Limit							D														
P02D4	Cylinder 5 Fuel Injector Offset Learning at Min Limit							D														
P02D5	Cylinder 5 Fuel Injector Offset Learning at Max Limit							D														
P02D6	Cylinder 6 Fuel Injector Offset Learning at Min Limit							D														
P02D7	Cylinder 6 Fuel Injector Offset Learning at Max Limit							D														
P02D8	Cylinder 7 Fuel Injector Offset Learning at Min Limit							D														
P02D9	Cylinder 7 Fuel Injector Offset Learning at Max Limit							D														
P02DA	Cylinder 8 Fuel Injector Offset Learning at Min Limit							D														
P02DB	Cylinder 8 Fuel Injector Offset Learning at Max Limit							D														
P02DC	Cylinder 9 Fuel Injector Offset Learning at Min Limit																					
P02DD	Cylinder 9 Fuel Injector Offset Learning at Max Limit																					
P02DE	Cylinder 10 Fuel Injector Offset Learning at Min Limit																					
P02DF	Cylinder 10 Fuel Injector Offset Learning at Max Limit																					
P02E0	Diesel Intake Air Flow Control Circuit / Open																					
P02E1	Diesel Intake Air Flow Control Performance																					
P02E2	Diesel Intake Air Flow Control Circuit Low																					
P02E3	Diesel Intake Air Flow Control Circuit High																					
P02E4	Diesel Intake Air Flow Control Stuck Open																					
P02E5	Diesel Intake Air Flow Control Stuck Closed																					
P02E6	Diesel Intake Air Flow Position Sensor Circuit																					
P02E7	Diesel Intake Air Flow Position Sensor Range/Performance																					
P02E8	Diesel Intake Air Flow Position Sensor Circuit Low																					
P02E9	Diesel Intake Air Flow Position Sensor Circuit High																					
P02EA	Diesel Intake Air Flow Position Sensor Circuit Intermittent/Erratic																					
P02EB	Diesel Intake Air Flow Control Motor Current Range/Performance																					
P02EC	Diesel Intake Air Flow Control System - High Air Flow Detected																					
P02ED	Diesel Intake Air Flow Control System - Low Air Flow Detected																					
P02EE	Cylinder 1 Injector Circuit Range/Performance																					
P02EF	Cylinder 2 Injector Circuit Range/Performance																					
P02F0	Cylinder 3 Injector Circuit Range/Performance																					
P02F1	Cylinder 4 Injector Circuit Range/Performance																					
P02F2	Cylinder 5 Injector Circuit Range/Performance																					
P02F3	Cylinder 6 Injector Circuit Range/Performance																					
P02F4	Cylinder 7 Injector Circuit Range/Performance																					
P02F5	Cylinder 8 Injector Circuit Range/Performance																					
P02F6	Cylinder 9 Injector Circuit Range/Performance																					
P02F7	Cylinder 10 Injector Circuit Range/Performance																					
P02F8	Cylinder 11 Injector Circuit Range/Performance																					
P02F9	Cylinder 12 Injector Circuit Range/Performance																					
P02FA	Diesel Intake Air Flow Position Sensor Minimum/Maximum Stop Performance																	D				
	Ignition System or Misfire																					
P0300	Random Misfire Detected	G*						D*			M*	J*		N	E*							
P0301	Cylinder 1 Misfire Detected	G*						D*			M*	J*		N	E*							
P0302	Cylinder 2 Misfire Detected	G*						D*			M*	J*		N	E*							

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0303	Cylinder 3 Misfire Detected	G*						D*			M*	J*		N	E*							
P0304	Cylinder 4 Misfire Detected	G*						D*			M*	J*		N	E*							
P0305	Cylinder 5 Misfire Detected	G*						D*			M*	J*		N	E*							
P0306	Cylinder 6 Misfire Detected	G*						D*			M*	J*		N	E*							
P0307	Cylinder 7 Misfire Detected	G*						D*			M*	J*										
P0308	Cylinder 8 Misfire Detected	G*						D*			M*	J*										
P0309	Cylinder 9 Misfire Detected	G*									M*	J*										
P0310	Cylinder 10 Misfire Detected	G*									M*	J*										
P0311	Cylinder 11 Misfire Detected										M*	J*										
P0312	Cylinder 12 Misfire Detected										M*	J*										
P0313	Misfire Detected With Low Fuel																					
P0314	Single Cylinder Misfire (Cylinder not Specified)																	D*				
P0315	Crankshaft Position System Variation Not Learned	G*													E*							
P0316	Misfire Detected On Startup (First 1000 Revolutions)	G*																				
P0317	Rough Road Hardware Not Present																					
P0318	Rough Road Sensor "A" Signal Circuit																					
P0319	Rough Road Sensor "B" Signal Circuit																					
P031A																						
P031B																						
P031C																						
P031D																						
P031E																						
P031F																						
P0320	Ignition/Distributor Engine Speed Input Circuit	G*									M				E				U			CKP
P0321	Ignition/Distributor Engine Speed Input Circuit Range/Performance	G*+													E*							CKP
P0322	Ignition/Distributor Engine Speed Input Circuit No Signal	G*																				CKP
P0323	Ignition/Distributor Engine Speed Input Circuit Intermittent																					CKP
P0324	Knock Control System Error														E							
P0325	Knock Sensor 1 Circuit (Bank 1)	G		g							M*			N	E			D*	U			KS-1
P0326	Knock Sensor 1 Circuit Range/Performance (Bank 1)	G*		g								J*										KS-1
P0327	Knock Sensor 1 Circuit Low (Bank1)										M*	J*			E				U			KS-1
P0328	Knock Sensor 1 Circuit High (Bank 1)										M*	J*			E							KS-1
P0329	Knock Sensor 1 Circuit Intermittent (Bank 1)																					KS-1
P032A	Knock Sensor 3 Circuit (Bank1)																					KS-3
P032B	Knock Sensor 3 Circuit Range/Performance (Bank 1)																					KS-3
P032C	Knock Sensor 3 Circuit Low (Bank 1)																					KS-3
P032D	Knock Sensor 3 Circuit High (Bank 1)																					KS-3
P032E	Knock Sensor 3 Circuit Intermittent (Bank 1)																					KS-3
P032F																						
P0330	Knock Sensor 2 Circuit (Bank 2)	G		g							M											KS-2
P0331	Knock Sensor 2 Circuit Range/Performance (Bank 2)	G*		g								J										KS-2
P0332	Knock Sensor 2 Circuit Low (Bank 2)											J*										KS-2
P0333	Knock Sensor 2 Circuit High (Bank 2)											J*										KS-2
P0334	Knock Sensor 2 Circuit Intermittent (Bank 2)																					KS-2
P0335	Crankshaft Position Sensor "A" Circuit	[G]						D*		d	M*	J*		N	E*			D*				CKP
P0336	Crankshaft Position Sensor "A" Circuit Range/Performance							D*		d	M*	J*			E*			D				CKP
P0337	Crankshaft Position Sensor "A" Circuit Low							D*		d					E							CKP
P0338	Crankshaft Position Sensor "A" Circuit High							D*		d					E							CKP
P0339	Crankshaft Position Sensor "A" Circuit Intermittent																					CKP
P033A	Knock Sensor 4 Circuit (Bank 2)																					KS-4
P033B	Knock Sensor 4 Circuit Range/Performance (Bank 2)																					KS-4
P033C	Knock Sensor 4 Circuit Low (Bank 2)																					KS-4
P033D	Knock Sensor 4 Circuit High (Bank 2)																					KS-4
P033E	Knock Sensor 4 Circuit Intermittent (Bank 2)																					KS-4
P033F																						
P0340	Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)	G*						D*		d	M*	J*		N	E*			D*	U			CMP
P0341	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or single sensor)	G*						D*		d	M*	J*			E*			D*				CMP
P0342	Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)							D*		d					E							CMP
P0343	Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)														E							CMP
P0344	Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)	G*						D*		d												CMP
P0345	Camshaft Position Sensor "A" Circuit (Bank 2)	G*									M*											
P0346	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 2)	G*																				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0347	Camshaft Position Sensor "A" Circuit Low (Bank 2)																					
P0348	Camshaft Position Sensor "A" Circuit High (Bank 2)																					
P0349	Camshaft Position Sensor "A" Circuit Intermittent (Bank 2)	G*																				
P034A																						
P034B																						
P034C																						
P034D																						
P034E																						
P034F																						
P0350	Ignition Coil Primary/Secondary Circuit	G*									M				E*				U			COP
P0351	Ignition Coil "A" Primary/Secondary Circuit	G*									M*	J*			E*				U			COP-A
P0352	Ignition Coil "B" Primary/Secondary Circuit	G*									M*	J*			E*				U			COP-B
P0353	Ignition Coil "C" Primary/Secondary Circuit	G*									M*	J*			E*				U			COP-C
P0354	Ignition Coil "D" Primary/Secondary Circuit	G*									M*	J*							U			COP-D
P0355	Ignition Coil "E" Primary/Secondary Circuit	G*									M*	J*										COP-E
P0356	Ignition Coil "F" Primary/Secondary Circuit	G*									M*	J*										COP-F
P0357	Ignition Coil "G" Primary/Secondary Circuit	G*										J*										COP-G
P0358	Ignition Coil "H" Primary/Secondary Circuit	G*										J*										COP-H
P0359	Ignition Coil "I" Primary/Secondary Circuit	G*																				COP-I
P0360	Ignition Coil "J" Primary/Secondary Circuit	G*																				COP-J
P0361	Ignition Coil "K" Primary/Secondary Circuit																					COP-K
P0362	Ignition Coil "L" Primary/Secondary Circuit																					COP-L
P0363	Misfire Detected - Fueling Disabled																					
P0364																						
P0365	Camshaft Position Sensor "B" Circuit (Bank 1)																					CMP
P0366	Camshaft Position Sensor "B" Circuit Range/Performance (Bank 1)																					CMP
P0367	Camshaft Position Sensor "B" Circuit Low (Bank 1)																					CMP
P0368	Camshaft Position Sensor "B" Circuit High (Bank 1)																					CMP
P0369	Camshaft Position Sensor "B" Circuit Intermittent (Bank 1)																					CMP
P036A																						
P036B																						
P036C																						
P036D																						
P036E																						
P036F																						
P0370	Timing Reference High Resolution Signal "A"																					
P0371	Timing Reference High Resolution Signal "A" Too Many Pulses																					
P0372	Timing Reference High Resolution Signal "A" Too Few Pulses																					
P0373	Timing Reference High Resolution Signal "A" Intermittent																					
P0374	Timing Reference High Resolution Signal "A" No Pulses																					
P0375	Timing Reference High Resolution Signal B																					
P0376	Timing Reference High Resolution Signal "B" Too Many Pulses																					
P0377	Timing Reference High Resolution Signal "B" Too Few Pulses																					
P0378	Timing Reference High Resolution Signal "B" Intermittent																					
P0379	Timing Reference High Resolution Signal "B" No Pulses																					
P037A																						
P037B																						
P037C																						
P037D	Glow Plug Sense Circuit																	D				
P037E	Glow Plug Sense Circuit Low																					
P037F	Glow Plug Sense Circuit High																					
P0380	Glow Plug/Heater Circuit A							D*	d	d								D*				Glow Plug-A
P0381	Glow Plug/Heater Indicator Circuit							D*	d	d								D*				Glow Plug
P0382	Glow Plug/Heater Circuit B																					Glow Plug-B
P0383	Glow Plug Control Module Control Circuit Low																					
P0384	Glow Plug Control Module Control Circuit High																					
P0385	Crankshaft Position Sensor "B" Circuit	G*		g																		CKP-B
P0386	Crankshaft Position Sensor "B" Circuit Range/Performance																					CKP-B
P0387	Crankshaft Position Sensor "B" Circuit Low																					CKP-B
P0388	Crankshaft Position Sensor "B" Circuit High																					CKP-B
P0389	Crankshaft Position Sensor "B" Circuit Intermittent																					CKP-B
P038A																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P038B																						
P038C																						
P038D																						
P038E																						
P038F																						
P0390	Camshaft Position Sensor "B" Circuit (Bank 2)																					CMP-B
P0391	Camshaft Position Sensor "B" Circuit Range/Performance (Bank 2)																					CMP-B
P0392	Camshaft Position Sensor "B" Circuit Low (Bank 2)																					CMP-B
P0393	Camshaft Position Sensor "B" Circuit High (Bank 2)																					CMP-B
P0394	Camshaft Position Sensor "B" Circuit Intermittent (Bank 2)																					CMP-B
P0395																						
P0396																						
P0397																						
P0398																						
P0399																						
P039A																						
P039B																						
P039C																						
P039D																						
P039E																						
P039F																						
	Auxiliary Emission Controls																					
P0400	Exhaust Gas Recirculation "A" Flow	G*	g	g							M	J*		N	E*	e	e					
P0401	Exhaust Gas Recirculation "A" Flow Insufficient Detected	G*						D*			M*				E*							
P0402	Exhaust Gas Recirculation "A" Flow Excessive Detected	G*		g				D*			M*			N	E*		e					
P0403	Exhaust Gas Recirculation "A" Control Circuit	G*	g	g				D*	d	d	M*							D*				
P0404	Exhaust Gas Recirculation "A" Control Circuit Range/Performance							D*			M							D*				
P0405	Exhaust Gas Recirculation Sensor "A" Circuit Low	G*	g	g				D*	d	d		J*										
P0406	Exhaust Gas Recirculation Sensor "A" Circuit High	G*	g	g				D*	d	d		J*										
P0407	Exhaust Gas Recirculation Sensor "B" Circuit Low							D*	d	d												
P0408	Exhaust Gas Recirculation Sensor "B" Circuit High							D*	d	d												
P0409	Exhaust Gas Recirculation Sensor "A" Circuit							D*										D*				
P040A	Exhaust Gas Recirculation Temperature Sensor "A" Circuit																					EGRT-A
P040B	Exhaust Gas Recirculation Temperature Sensor "A" Circuit Range/Performance							D														EGRT-A
P040C	Exhaust Gas Recirculation Temperature Sensor "A" Circuit Low							D	d	d												EGRT-A
P040D	Exhaust Gas Recirculation Temperature Sensor "A" Circuit High							D	d	d												EGRT-A
P040E	Exhaust Gas Recirculation Temperature Sensor "A" Circuit Intermittent/Erratic							D	d	d												EGRT-A
P040F	Exhaust Gas Recirculation Temperature Sensor "A" / "B" Correlation							D														
P0410	Secondary Air Injection System	G*		g							M											AIR SYS
P0411	Secondary Air Injection Incorrect Upstream Flow Detected	G*		g								J*			E*		e					
P0412	Secondary Air Injection Switching Valve "A" Circuit	G*	g	g							M				E*	e	e					
P0413	Secondary Air Injection Switching Valve "A" Circuit Open	G*	g	g								J*			E*	e	e					
P0414	Secondary Air Injection Switching Valve "A" Circuit Shorted	G*	g	g								J			E*	e	e					
P0415	Secondary Air Injection Switching Valve "B" Circuit														E							
P0416	Secondary Air Injection Switching Valve "B" Circuit Open	G*	g	g																		
P0417	Secondary Air Injection Switching Valve "B" Circuit Shorted	G*	g	g																		
P0418	Secondary Air Injection System Control "A" Circuit																					
P0419	Secondary Air Injection System Control "B" Circuit																					
P041A	Exhaust Gas Recirculation Temperature Sensor "B" Circuit																					EGRT-B
P041B	Exhaust Gas Recirculation Temperature Sensor "B" Circuit Range/Performance							D*														EGRT-B
P041C	Exhaust Gas Recirculation Temperature Sensor "B" Circuit Low							D*	d	d												EGRT-B
P041D	Exhaust Gas Recirculation Temperature Sensor "B" Circuit High							D*	d	d												EGRT-B
P041E	Exhaust Gas Recirculation Temperature Sensor "B" Circuit Intermittent/Erratic							D	d	d												EGRT-B
P041F	Secondary Air Injection Switching Valve "A" Circuit Low																					
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	G*						D*			M*	J*		N	E*							TWC-1
P0421	Warm Up Catalyst Efficiency Below Threshold (Bank 1)										M*											WU-TWC-1
P0422	Main Catalyst Efficiency Below Threshold (Bank 1)																					
P0423	Heated Catalyst Efficiency Below Threshold (Bank 1)																					
P0424	Heated Catalyst Temperature Below Threshold (Bank 1)																					
P0425	Catalyst Temperature Sensor Circuit (Bank 1, Sensor Circuit 1)																					
P0426	Catalyst Temperature Sensor Circuit Range/Performance (Bank 1, Sensor Circuit 1)											J*										
P0427	Catalyst Temperature Sensor Circuit Low (Bank 1, Sensor Circuit 1)											J*										

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0428	Catalyst Temperature Sensor Circuit High (Bank 1, Sensor Circuit 1)											J*										
P0429	Catalyst Heater Control Circuit (Bank 1)																					
P042A	Catalyst Temperature Sensor Circuit (Bank 1, Sensor Circuit 2)																					
P042B	Catalyst Temperature Sensor Circuit Range/Performance (Bank1, Sensor Circuit 2)																					
P042C	Catalyst Temperature Sensor Circuit Low (Bank 1, Sensor Circuit 2)																					
P042D	Catalyst Temperature Sensor Circuit High (Bank 1, Sensor Circuit 2)																					
P042E	Exhaust Gas Recirculation "A" Control Stuck Open							D*														
P042F	Exhaust Gas Recirculation "A" Control Stuck Closed							D*														
P0430	Catalyst System Efficiency Below Threshold (Bank 2)	G*									M*	J*			E*							TWC-2
P0431	Warm Up Catalyst Efficiency Below Threshold (Bank 2)										M*											WU-TWC-2
P0432	Main Catalyst Efficiency Below Threshold (Bank 2)																					
P0433	Heated Catalyst Efficiency Below Threshold (Bank 2)																					
P0434	Heated Catalyst Temperature Below Threshold (Bank 2)																					
P0435	Catalyst Temperature Sensor Circuit (Bank 2, Sensor Circuit 1)																					
P0436	Catalyst Temperature Sensor Circuit Range/Performance (Bank 2, Sensor Circuit 1)											J*										
P0437	Catalyst Temperature Sensor Circuit Low (Bank 2, Sensor Circuit 1)											J*										
P0438	Catalyst Temperature Sensor Circuit High (Bank 2, Sensor Circuit 1)											J*										
P0439	Catalyst Heater Control Circuit (Bank 2)																					
P043A	Catalyst Temperature Sensor Circuit (Bank 2, Sensor Circuit 2)																					
P043B	Catalyst Temperature Sensor Circuit Range/Performance (Bank 2, Sensor Circuit 2)																					
P043C	Catalyst Temperature Sensor Circuit Low (Bank 2, Sensor Circuit 2)																					
P043D	Catalyst Temperature Sensor Circuit High (Bank 2, Sensor Circuit 2)																					
P043E	Evaporative Emission System Leak Detection Reference Orifice Low Flow																					
P043F	Evaporative Emission System Leak Detection Reference Orifice High Flow																					
P0440	Evaporative Emission System	G*									M				E							EVAP SYS
P0441	Evaporative Emission System Incorrect Purge Flow										M*	J*										
P0442	Evaporative Emission System Leak Detected (small leak)	G*									M*	J*										
P0443	Evaporative Emission System Purge Control Valve Circuit	G*	g	g							M*	J*			E*	e	e		U			VMV
P0444	Evaporative Emission System Purge Control Valve Circuit Open										M*	J*			E*							
P0445	Evaporative Emission System Purge Control Valve Circuit Shorted										M*	J*										
P0446	Evaporative Emission System Vent Control Circuit	G*									M*	J*			E							
P0447	Evaporative Emission System Vent Control Circuit Open											J*										
P0448	Evaporative Emission System Vent Control Circuit Shorted											J*										
P0449	Evaporative Emission System Vent Control Circuit Intermittent																					
P044A	Exhaust Gas Recirculation Sensor "C" Circuit																					
P044B	Exhaust Gas Recirculation Sensor "C" Range/Performance																					
P044C	Exhaust Gas Recirculation Sensor "C" Circuit Low																					
P044D	Exhaust Gas Recirculation Sensor "C" Circuit High																					
P044E	Exhaust Gas Recirculation Sensor "C" Circuit Intermittent/Erratic																					
P044F	Secondary Air Injection Switching Valve "A" Circuit High																					
P0450	Evaporative Emission System Pressure Sensor/Switch										M*	J*										
P0451	Evaporative Emission System Pressure Sensor/Switch Range/Performance	G*	g								M*											
P0452	Evaporative Emission System Pressure Sensor/Switch Low	G*	g	g							M*	J*										FTPT
P0453	Evaporative Emission System Pressure Sensor/Switch High	G*	g	g							M*	J*										FTPT
P0454	Evaporative Emission System Pressure Sensor/Switch Intermittent	G*									M*											
P0455	Evaporative Emission System Leak Detected (gross leak/no flow)	G*									M*	J*										
P0456	Evaporative Emission System Leak Detected (very small leak)	G*									M*	J*										
P0457	Evaporative Emission System Leak Detected (fuel cap loose/off)	G*																				
P0458	Evaporative Emission System Purge Control Valve Circuit Low														E*							
P0459	Evaporative Emission System Purge Control Valve Circuit High														E*							
P045A	Exhaust Gas Recirculation "B" Control Circuit																					
P045B	Exhaust Gas Recirculation "B" Control Circuit Range/Performance																					
P045C	Exhaust Gas Recirculation "B" Control Circuit Low																					
P045D	Exhaust Gas Recirculation "B" Control Circuit High																					
P045E	Exhaust Gas Recirculation "B" Control Stuck Open																					
P045F	Exhaust Gas Recirculation "B" Control Stuck Closed																					
P0460	Fuel Level Sensor "A" Circuit	G*	g	g				D*	d	d	M	J*			E	e	e					FLI
P0461	Fuel Level Sensor "A" Circuit Range/Performance	G*						D	d	d	M*											FLI
P0462	Fuel Level Sensor "A" Circuit Low	G*	g	g				D	d	d	M*											FLI
P0463	Fuel Level Sensor "A" Circuit High	G*	g	g							M*											FLI
P0464	Fuel Level Sensor "A" Circuit Intermittent										M*											FLI
P0465	Evaporative Emission System Purge Flow Sensor Circuit																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0466	Evaporative Emission System Purge Flow Sensor Circuit Range/Performance																					
P0467	Evaporative Emission System Purge Flow Sensor Circuit Low																					
P0468	Evaporative Emission System Purge Flow Sensor Circuit High																					
P0469	Evaporative Emission System Purge Flow Sensor Circuit Intermittent																					
P046A	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 1)																					
P046B	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 2)																					
P046C	Exhaust Gas Recirculation Sensor "A" Range/Performance																					
P046D	Exhaust Gas Recirculation Sensor "A" Intermittent/Erratic																					
P046E	Exhaust Gas Recirculation Sensor "B" Range/Performance																					
P046F	Exhaust Gas Recirculation Sensor "B" Intermittent/Erratic																					
P0470	Exhaust Pressure Sensor "A" Circuit							D*	d		M							D*				EP
P0471	Exhaust Pressure Sensor "A" Circuit Range/Performance							D*														EP
P0472	Exhaust Pressure Sensor "A" Circuit Low							D*	d	d												EP
P0473	Exhaust Pressure Sensor "A" Circuit High							D*	d	d												EP
P0474	Exhaust Pressure Sensor "A" Circuit Intermittent/Erratic							D	d	d												EP
P0475	Exhaust Pressure Control Valve "A"							D*	d													
P0476	Exhaust Pressure Control Valve "A" Range/Performance									d												
P0477	Exhaust Pressure Control Valve "A" Low																					
P0478	Exhaust Pressure Control Valve "A" High							D*														
P0479	Exhaust Pressure Control Valve "A" Intermittent																					
P047A	Exhaust Pressure Sensor "B" Circuit																					
P047B	Exhaust Pressure Sensor "B" Circuit Range/Performance																					
P047C	Exhaust Pressure Sensor "B" Circuit Low																					
P047D	Exhaust Pressure Sensor "B" Circuit High																					
P047E	Exhaust Pressure Sensor "B" Circuit Intermittent/Erratic																					
P047F	Exhaust Pressure Control Valve "A" Stuck Open																					
P0480	Fan 1 Control Circuit	G	g	g				D	d	d	M				E	e	e		U			FC-1
P0481	Fan 2 Control Circuit	G	g	g							M				E	e	e		U			FC-2
P0482	Fan 3 Control Circuit	G	g	g							M	J			E	e	e					FC-3
P0483	Fan Performance	G		g																		FC
P0484	Fan Current																					FC
P0485	Fan Power/Ground Circuit																					FC
P0486	Exhaust Gas Recirculation Sensor "B" Circuit																	D*				
P0487	Exhaust Gas Recirculation Throttle Control Circuit "A" / Open							D*	d	d								D*				
P0488	Exhaust Gas Recirculation Throttle Control Circuit "A" Range/Performance							D+	d	d								D*				
P0489	Exhaust Gas Recirculation "A" Control Circuit Low										M*											
P048A	Exhaust Pressure Control Valve "A" Stuck Closed																					
P048B	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit																					
P048C	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit Range/Performance																					
P048D	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit Low																					
P048E	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit High																					
P048F	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit Intermittent/Erratic																					
P0490	Exhaust Gas Recirculation "A" Control Circuit High										M*											
P0491	Secondary Air Injection System Insufficient Flow (Bank 1)	G*		g																		
P0492	Secondary Air Injection System Insufficient Flow (Bank 2)																					
P0493	Fan Overspeed (clutch locked)																					
P0494	Fan Speed Low							D		d												
P0495	Fan Speed High							D		d												
P0496	Evaporative Emission System High Purge Flow																					
P0497	Evaporative Emission System Low Purge Flow																					
P0498	Evaporative Emission System Vent Control Circuit Low																					
P0499	Evaporative Emission System Vent Control Circuit High																					
P049A	Exhaust Gas Recirculation "B" Flow																					
P049B	Exhaust Gas Recirculation "B" Flow Insufficient Detected																					
P049C	Exhaust Gas Recirculation "B" Flow Excessive Detected																					
P049D	Exhaust Gas Recirculation "A" Control Position Exceeded Learning Limit																					
P049E	Exhaust Gas Recirculation "B" Control Position Exceeded Learning Limit																					
P049F	Exhaust Pressure Control Valve B																					
P04A0	Exhaust Pressure Control Valve "B" Range/Performance																					
P04A1	Exhaust Pressure Control Valve "B" Low																					
P04A2	Exhaust Pressure Control Valve "B" High																					
P04A3	Exhaust Pressure Control Valve "B" Intermittent																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P04A4	Exhaust Pressure Control Valve "B" Stuck Open																					
P04A5	Exhaust Pressure Control Valve "B" Stuck Closed																					
P04A6	Exhaust Pressure Control Valve "B" Position Sensor/Switch Circuit																					
P04A7	Exhaust Pressure Control Valve "B" Position Sensor/Switch Circuit Range/Performance																					
P04A8	Exhaust Pressure Control Valve "B" Position Sensor/Switch Circuit Low																					
P04A9	Exhaust Pressure Control Valve "B" Position Sensor/Switch Circuit High																					
P04AA	Exhaust Pressure Control Valve "B" Position Sensor/Switch Circuit Intermittent/Erratic																					
	Vehicle Speed, Idle Control and Auxiliary Inputs																					
P0500	Vehicle Speed Sensor "A"	G*						D*	d	d	M*	J*		N	E*			D*	U			VSS
P0501	Vehicle Speed Sensor "A" Range/Performance	G						D	d	d	M*											VSS
P0502	Vehicle Speed Sensor "A" Circuit Low																					VSS
P0503	Vehicle Speed Sensor "A" Intermittent/Erratic/High	G						D	d	d					E*							VSS
P0504	Brake Switch "A" / "B" Correlation	G						D	d	d					E							
P0505	Idle Air Control System			g							M*			N	E		e					IAC
P0506	Idle Air Control System RPM Lower Than Expected	G*									M*	J*			E				U			IAC
P0507	Idle Air Control System RPM Higher Than Expected	G*									M*	J*			E				U			IAC
P0508	Idle Air Control System Circuit Low														E*							IAC
P0509	Idle Air Control System Circuit High														E*							IAC
P050A	Cold Start Idle Air Control System Performance	G*																				
P050B	Cold Start Ignition Timing Performance	G*																				
P050C	Cold Start Engine Coolant Temperature Performance																					
P050D	Cold Start Rough Idle																					
P050E	Cold Start Engine Exhaust Temperature Too Low	G*																				
P050F	Brake Assist Vacuum Too Low																					
P0510	Closed Throttle Position Switch										M*											CTP
P0511	Idle Air Control Circuit	G*	g	g							M*				E*							
P0512	Starter Request Circuit	G																				
P0513	Incorrect Immobilizer Key																					
P0514	Battery Temperature Sensor Circuit Range/Performance																					
P0515	Battery Temperature Sensor Circuit																	D				
P0516	Battery Temperature Sensor Circuit Low																					
P0517	Battery Temperature Sensor Circuit High																					
P0518	Idle Air Control Circuit Intermittent	G																				
P0519	Idle Air Control Circuit System Performance																					
P051A	Crankcase Pressure Sensor Circuit																					
P051B	Crankcase Pressure Sensor Circuit Range/Performance																					
P051C	Crankcase Pressure Sensor Circuit Low																					
P051D	Crankcase Pressure Sensor Circuit High																					
P051E	Crankcase Pressure Sensor Circuit Intermittent																					
P051F	Positive Crankcase Ventilation Filter Restriction																					
P0520	Engine Oil Pressure Sensor/Switch Circuit																					EOP
P0521	Engine Oil Pressure Sensor/Switch Circuit Range/Performance																					EOP
P0522	Engine Oil Pressure Sensor/Switch Circuit Low																					EOP
P0523	Engine Oil Pressure Sensor/Switch Circuit High																					EOP
P0524	Engine Oil Pressure Too Low																					EOP
P0525	Cruise Control Servo Control Circuit Range/Performance		g																			
P0526	Fan Speed Sensor Circuit																					
P0527	Fan Speed Sensor Circuit Range/Performance																					
P0528	Fan Speed Sensor Circuit No Signal	G		g				D	d	d												
P0529	Fan Speed Sensor Circuit Intermittent							D	d	d												
P052A	Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)	G*																				
P052B	Cold Start Intake (A) Camshaft Position Timing Over-Retarded (Bank 1)	G*																				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P052C	Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 2)	G*																				
P052D	Cold Start Intake (A) Camshaft Position Timing Over-Retarded (Bank 2)	G*																				
P052E	Positive Crankcase Ventilation Regulator Valve Performance																					
P052F																						
P0530	A/C Refrigerant Pressure Sensor "A" Circuit																					A/CRP
P0531	A/C Refrigerant Pressure Sensor "A" Circuit Range/Performance							D		d									U			A/CRP
P0532	A/C Refrigerant Pressure Sensor "A" Circuit Low	G	g	g							M								U			A/CRP
P0533	A/C Refrigerant Pressure Sensor "A" Circuit High	G	g	g							M				E				U			A/CRP
P0534	A/C Refrigerant Charge Loss	G																	U			
P0535	A/C Evaporator Temperature Sensor Circuit																					
P0536	A/C Evaporator Temperature Sensor Circuit Range/Performance																					
P0537	A/C Evaporator Temperature Sensor Circuit Low	G	g	g							M											
P0538	A/C Evaporator Temperature Sensor Circuit High	G	g	g							M											
P0539	A/C Evaporator Temperature Sensor Circuit Intermittent																					
P053A	Positive Crankcase Ventilation Heater Control Circuit / Open	G																				
P053B	Positive Crankcase Ventilation Heater Control Circuit Low																					
P053C	Positive Crankcase Ventilation Heater Control Circuit High																					
P053D																						
P053E																						
P053F																						
P0540	Intake Air Heater "A" Control Circuit																					
P0541	Intake Air Heater "A" Control Low							D		d												
P0542	Intake Air Heater "A" Circuit High							D		d												
P0543	Intake Air Heater "A" Circuit Open														E							
P0544	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 1)							D*	d	d					E							EGT11
P0545	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 1)							D*	d	d					E							EGT11
P0546	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1)							D*	d	d												EGT11
P0547	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 1)																					EGT21
P0548	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 1)																					EGT21
P0549	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 1)																					EGT21
P054A	Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 1)																					
P054B	Cold Start Exhaust (B) Camshaft Position Timing Over-Retarded (Bank 1)																					
P054C	Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 2)																					
P054D	Cold Start Exhaust (B) Camshaft Position Timing Over-Retarded (Bank 2)																					
P054E																						
P054F																						
P0550	Power Steering Pressure Sensor/Switch Circuit										M*											PSP [AI]
P0551	Power Steering Pressure Sensor/Switch Circuit Range/Performance										M*											PSP [AI]
P0552	Power Steering Pressure Sensor/Switch Circuit Low	G		g																		PSP [AI]
P0553	Power Steering Pressure Sensor/Switch Circuit High	G		g																		PSP [AI]
P0554	Power Steering Pressure Sensor/Switch Circuit Intermittent																					PSP [AI]
P0555	Brake Booster Pressure Sensor Circuit																					
P0556	Brake Booster Pressure Sensor Circuit Range/Performance																					
P0557	Brake Booster Pressure Sensor Circuit Low																					
P0558	Brake Booster Pressure Sensor Circuit High																					
P0559	Brake Booster Pressure Sensor Circuit Intermittent																					
P055A																						
P055B																						
P055C																						
P055D																						
P055E																						
P055F																						
P0560	System Voltage				T			D	d	d		J*			E	e		D				
P0561	System Voltage Unstable																					
P0562	System Voltage Low	G	g	g	T*			D*	d	d					E			D	U			
P0563	System Voltage High	G	g	g	T*			D	d	d					E			D				
P0564	Cruise Control Multi-Function Input "A" Circuit										M							D				
P0565	Cruise Control ON Signal	G						D	d	d		J										
P0566	Cruise Control OFF Signal	G						D	d	d		J										
P0567	Cruise Control RESUME Signal	G						D	d	d		J										
P0568	Cruise Control SET Signal	G						D	d	d		J										

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0569	Cruise Control COAST Signal	G						D	d	d		J										
P056A	Cruise Control INCREASE DISTANCE Signal																					
P056B	Cruise Control DECREASE DISTANCE Signal																					
P056C																						
P056D																						
P056E																						
P056F																						
P0570	Cruise Control ACCEL Signal	G							d			J										
P0571	Brake Switch "A" Circuit	G						D*	d	d	M*	J			E			D				
P0572	Brake Switch "A" Circuit Low	G																				
P0573	Brake Switch "A" Circuit High	G*																				
P0574	Cruise Control System - Vehicle Speed Too High																					
P0575	Cruise Control Input Circuit																	D				
P0576	Cruise Control Input Circuit Low																					
P0577	Cruise Control Input Circuit High																					
P0578	Cruise Control Multi-Function Input "A" Circuit Stuck							D		d												
P0579	Cruise Control Multi-Function Input "A" Circuit Range/Performance	G						D		d												
P057A																						
P057B																						
P057C																						
P057D																						
P057E																						
P057F																						
P0580	Cruise Control Multi-Function Input "A" Circuit Low																					
P0581	Cruise Control Multi-Function Input "A" Circuit High	G	g	g																		
P0582	Cruise Control Vacuum Control Circuit /Open																					
P0583	Cruise Control Vacuum Control Circuit Low																					
P0584	Cruise Control Vacuum Control Circuit High																					
P0585	Cruise Control Multi-Function Input "A" / "B" Correlation																					
P0586	Cruise Control Vent Control Circuit / Open																					
P0587	Cruise Control Vent Control Circuit Low																					
P0588	Cruise Control Vent Control Circuit High																					
P0589	Cruise Control Multi-Function Input "B" Circuit																					
P058A																						
P058B																						
P058C																						
P058D																						
P058E																						
P058F																						
P0590	Cruise Control Multi-Function Input "B" Circuit Stuck																					
P0591	Cruise Control Multi-Function Input "B" Circuit Range/Performance																					
P0592	Cruise Control Multi-Function Input "B" Circuit Low																					
P0593	Cruise Control Multi-Function Input "B" Circuit High																					
P0594	Cruise Control Servo Control Circuit / Open	G																				
P0595	Cruise Control Servo Control Circuit Low																					
P0596	Cruise Control Servo Control Circuit High																					
P0597	Thermostat Heater Control Circuit / Open	G*	g	g																		
P0598	Thermostat Heater Control Circuit Low																					
P0599	Thermostat Heater Control Circuit High																					
P059A																						
P059B																						
P059C																						
P059D																						
P059E																						
P059F																						
	Computer and Auxiliary Outputs																					
P0600	Serial Communication Link	G*+						D	d		M*			N								
P0601	Internal Control Module Memory Check Sum Error				T*						M*											
P0602	Powertrain Control Module Programming Error	G*	g	g	T*			D	d		M*											
P0603	Internal Control Module Keep Alive Memory (KAM) Error	G*	g		T			D*	d	d	M*	J*			E	e			U			KAM
P0604	Internal Control Module Random Access Memory (RAM) Error	G*			T*	t		D	d		M*				E							RAM
P0605	Internal Control Module Read Only Memory (ROM) Error	G*	g		T*			D	d		M*	J		N	E	e		D*	U			ROM

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0606	Control Module Processor	G*						D*	d	d	M*	J			E	e		D*	U			PCM
P0607	Control Module Performance	G*									M				E							
P0608	Powertrain Control Module Vehicle Speed Output "A"									d								D				
P0609	Powertrain Control Module Vehicle Speed Output B																					
P060A	Internal Control Module Monitoring Processor Performance	G*+																				
P060B	Internal Control Module A/D Processing Performance	G*+						D+										D				
P060C	Internal Control Module Main Processor Performance	G*+						D+														
P060D	Internal Control Module Accelerator Pedal Position Performance	G*						D+														
P060E	Internal Control Module Throttle Position Performance																					
P060F	Internal Control Module Engine Coolant Temperature Performance	G																				
P0610	Control Module Vehicle Options Error	G			T			D			M*	J			E			D				
P0611	Fuel Injector Control Module Performance							D*	d	d								D				
P0612	Fuel Injector Control Module Relay Control Circuit																					
P0613	TCM Processor				T*	t																
P0614	ECM / TCM Incompatible										M											
P0615	Starter Relay Circuit				T			D	d	d					E			D				
P0616	Starter Relay Circuit Low														E			D				
P0617	Starter Relay Circuit High							D	d	d					E			D				
P0618	Alternative Fuel Control Module KAM Error																					
P0619	Alternative Fuel Control Module RAM/ROM Error																					
P061A	Internal Control Module Torque Performance																					
P061B	Internal Control Module Torque Calculation Performance	G*+						D+										D				
P061C	Internal Control Module Engine RPM Performance	G*+						D+										D				
P061D	Internal Control Module Engine Air Mass Performance	G*+																				
P061E	Internal Control Module Brake Signal Performance																					
P061F	Internal Control Module Throttle Actuator Controller Performance	G*																				
P0620	Generator Control Circuit	G						D	d	d					E			D				
P0621	Generator Lamp Terminal Circuit																					
P0622	Generator Field Terminal Circuit	G		g				D	d	d					E							
P0623	Generator Lamp Control Circuit							D	d	d								D				
P0624	Fuel Cap Lamp Control Circuit																					
P0625	Generator Field Terminal Circuit Low	G		g				D		d					E							
P0626	Generator Field Terminal Circuit High	G		g				D	d	d					E							
P0627	Fuel Pump "A" Control Circuit / Open	G	g	g				D	d	d					E							
P0628	Fuel Pump "A" Control Circuit Low							D	d	d					E							
P0629	Fuel Pump "A" Control Circuit High							D	d	d					E							
P062A	Fuel Pump "A" Control Circuit Range/Performance																					
P062B	Internal Control Module Fuel Injector Control Performance	G																D				
P062C	Internal Control Module Vehicle Speed Performance	G*																				
P062D	Fuel Injector Driver Circuit Performance (Bank 1)							D*	d	d								D				
P062E	Fuel Injector Driver Circuit Performance (Bank 2)							D*	d	d												
P062F	Internal Control Module EEPROM Error	G			T*						M											
P0630	VIN Not Programmed or Incompatible - ECM/PCM																					
P0631	VIN Not Programmed or Incompatible - TCM																					
P0632	Odometer Not Programmed - ECM/PCM																					
P0633	Immobilizer Key Not Programmed - ECM/PCM																					
P0634	PCM / ECM / TCM Internal Temperature "A" Too High				T*			D				J										
P0635	Power Steering Control Circuit																					
P0636	Power Steering Control Circuit Low																					
P0637	Power Steering Control Circuit High																					
P0638	Throttle Actuator Control Range/Performance (Bank 1)										M*											
P0639	Throttle Actuator Control Range/Performance (Bank 2)										M*											
P063A	Generator Voltage Sense Circuit																					
P063B	Generator Voltage Sense Circuit Range/Performance																					
P063C	Generator Voltage Sense Circuit Low																					
P063D	Generator Voltage Sense Circuit High																					
P063E	Auto Configuration Throttle Input Not Present																					
P063F	Auto Configuration Engine Coolant Temperature Input Not Present																					
P0640	Intake Air Heater Control Circuit							D	d	d												
P0641	Sensor Reference Voltage "A" Circuit/Open				T*							J			E*			D*				
P0642	Sensor Reference Voltage "A" Circuit Low	G*	g	g				D*	d	d					E*	e		D				
P0643	Sensor Reference Voltage "A" Circuit High	G*	g	g				D*	d	d					E*	e		D				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0644	Driver Display Serial Communication Circuit														E	e						
P0645	A/C Clutch Relay Control Circuit	G	g	g				D	d	d					E			D				ACC
P0646	A/C Clutch Relay Control Circuit Low							D	d	d					E			D				ACC
P0647	A/C Clutch Relay Control Circuit High							D	d	d					E			D				ACC
P0648	Immobilizer Lamp Control Circuit																	D				
P0649	Cruise Control Lamp Control Circuit							D	d	d								D				
P064A	Fuel Pump Control Module																					
P064B	PTO Control Module																					
P064C	Glow Plug Control Module																					
P064D	Internal Control Module O2 Sensor Processor Performance (Bank 1)	G*	g	g																		
P064E	Internal Control Module O2 Sensor Processor Performance (Bank 2)	G*	g	g																		
P064F	Unauthorized Software/Calibration Detected																					
P0650	Malfunction Indicator Light Control Circuit														E	e	e	D				MIL
P0651	Sensor Reference Voltage "B" Circuit / Open														E*			D*				
P0652	Sensor Reference Voltage "B" Circuit Low							D*	d	d					E*			D				
P0653	Sensor Reference Voltage "B" Circuit High							D*	d	d					E*			D				
P0654	Engine RPM Output Circuit														E			D				
P0655	Engine Hot Lamp Output Control Circuit																					
P0656	Fuel level Output Circuit														E	e	e					
P0657	Actuator Supply Voltage "A" Circuit / Open				T*	t		D*	d	d		J										
P0658	Actuator Supply Voltage "A" Circuit Low				T*	t																
P0659	Actuator Supply Voltage "A" Circuit High				T*	t																
P065A	Generator System Performance																					
P065B	Generator Control Circuit Range/Performance	G						D														
P065C	Generator Mechanical Performance														E							
P065D	Reductant System Malfunction Lamp Control Circuit																					
P065E	Intake Manifold Tuning Valve Performance (Bank 1)																					
P065F	Intake Manifold Tuning Valve Performance (Bank 2)																					
P0660	Intake Manifold Tuning Valve Control Circuit / Open (Bank 1)	G	g	g							M*											
P0661	Intake Manifold Tuning Valve Control Circuit Low (Bank 1)										M*											
P0662	Intake Manifold Tuning Valve Control Circuit High (Bank 1)										M*											
P0663	Intake Manifold Tuning Valve Control Circuit / Open (Bank 2)	G	g	g																		
P0664	Intake Manifold Tuning Valve Control Circuit Low (Bank 2)																					
P0665	Intake Manifold Tuning Valve Control Circuit High (Bank 2)																					
P0666	PCM / ECM / TCM Internal Temperature Sensor "A" Circuit				T							J*										
P0667	PCM / ECM / TCM Internal Temperature Sensor "A" Range/Performance				T*			D														
P0668	PCM / ECM / TCM Internal Temperature Sensor "A" Circuit Low							D			M											
P0669	PCM / ECM / TCM Internal Temperature Sensor "A" Circuit High							D			M											
P066A	Cylinder 1 Glow Plug Circuit Low																					
P066B	Cylinder 1 Glow Plug Circuit High																					
P066C	Cylinder 2 Glow Plug Circuit Low																					
P066D	Cylinder 2 Glow Plug Circuit High																					
P066E	Cylinder 3 Glow Plug Circuit Low																					
P066F	Cylinder 3 Glow Plug Circuit High																					
P0670	Glow Plug Control Module Control Circuit / Open							D*	d	d												
P0671	Cylinder 1 Glow Plug Circuit / Open							D*	d	d												
P0672	Cylinder 2 Glow Plug Circuit / Open							D*	d	d												
P0673	Cylinder 3 Glow Plug Circuit / Open							D*	d	d												
P0674	Cylinder 4 Glow Plug Circuit / Open							D*	d	d												
P0675	Cylinder 5 Glow Plug Circuit / Open							D*	d	d												
P0676	Cylinder 6 Glow Plug Circuit / Open							D*	d	d												
P0677	Cylinder 7 Glow Plug Circuit / Open							D*	d	d												
P0678	Cylinder 8 Glow Plug Circuit / Open							D*	d	d												
P0679	Cylinder 9 Glow Plug Circuit / Open																					
P067A	Cylinder 4 Glow Plug Circuit Low																					
P067B	Cylinder 4 Glow Plug Circuit High																					
P067C	Cylinder 5 Glow Plug Circuit Low																					
P067D	Cylinder 5 Glow Plug Circuit High																					
P067E	Cylinder 6 Glow Plug Circuit Low																					
P067F	Cylinder 6 Glow Plug Circuit High																					
P0680	Cylinder 10 Glow Plug Circuit / Open																					
P0681	Cylinder 11 Glow Plug Circuit / Open																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0682	Cylinder 12 Glow Plug Circuit / Open																					
P0683	Glow Plug Control Module to PCM Communication Circuit							D*	d	d												
P0684	Glow Plug Control Module to PCM Communication Circuit Range/Performance							D*	d	d												
P0685	ECM/PCM Power Relay Control Circuit/Open	G						D	d						E	e	e	D				
P0686	ECM/PCM Power Relay Control Circuit Low							D	d						E							
P0687	ECM/PCM Power Relay Control Circuit High							D	d						E							
P0688	ECM/PCM Power Relay Sense Circuit															e	e					
P0689	ECM/PCM Power Relay Sense Circuit Low	G																				
P068A	ECM/PCM Power Relay De-Energized - Too Early																					
P068B	ECM/PCM Power Relay De-Energized - Too Late																					
P068C	Cylinder 7 Glow Plug Circuit Low																					
P068D	Cylinder 7 Glow Plug Circuit High																					
P068E	Cylinder 8 Glow Plug Circuit Low																					
P068F	Cylinder 8 Glow Plug Circuit High																					
P0690	ECM/PCM Power Relay Sense Circuit High	G																				
P0691	Fan 1 Control Circuit Low							D	d	d					E			D				FC-1
P0692	Fan 1 Control Circuit High							D	d	d					E			D				FC-1
P0693	Fan 2 Control Circuit Low														E							FC-2
P0694	Fan 2 Control Circuit High														E							FC-2
P0695	Fan 3 Control Circuit Low																					FC-3
P0696	Fan 3 Control Circuit High																					FC-3
P0697	Sensor Reference Voltage "C" Circuit / Open																					
P0698	Sensor Reference Voltage "C" Circuit Low																	D				
P0699	Sensor Reference Voltage "C" Circuit High																	D				
P069A	Cylinder 9 Glow Plug Circuit Low																					
P069B	Cylinder 9 Glow Plug Circuit High																					
P069C	Cylinder 10 Glow Plug Circuit Low																					
P069D	Cylinder 10 Glow Plug Circuit High																					
P069E	Fuel Pump Control Module Requested MIL Illumination																					
P069F	Throttle Actuator Control Lamp Control Circuit																					
P06A0	Variable A/C Compressor Control Circuit																					
P06A1	Variable A/C Compressor Control Circuit Low																					
P06A2	Variable A/C Compressor Control Circuit High																					
P06A3	Sensor Reference Voltage "D" Circuit/Open																					
P06A4	Sensor Reference Voltage "D" Circuit Low																					
P06A5	Sensor Reference Voltage "D" Circuit High																					
P06A6	Sensor Reference Voltage "A" Circuit Range/Performance																					
P06A7	Sensor Reference Voltage "B" Circuit Range/Performance																					
P06A8	Sensor Reference Voltage "C" Circuit Range/Performance																					
P06A9	Sensor Reference Voltage "D" Circuit Range/Performance																					
P06AA	PCM / ECM / TCM Internal Temperature "B" Too High																					
P06AB	PCM / ECM / TCM Internal Temperature Sensor "B" Circuit																					
P06AC	PCM / ECM / TCM Internal Temperature Sensor "B" Range/Performance																					
P06AD	PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low																					
P06AE	PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High																					
P06AF	Torque Management System - Forced Engine Shutdown																					
P06B0	Sensor Power Supply "A" Circuit/Open																					
P06B1	Sensor Power Supply "A" Circuit Low				T*																	
P06B2	Sensor Power Supply "A" Circuit High				T*																	
P06B3	Sensor Power Supply "B" Circuit/Open																					
P06B4	Sensor Power Supply "B" Circuit Low				T*																	
P06B5	Sensor Power Supply "B" Circuit High				T*																	
P06B6	Internal Control Module Knock Sensor Processor 1 Performance																					
P06B7	Internal Control Module Knock Sensor Processor 2 Performance																					
P06B8	Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error	G*																				
P06B9	Cylinder 1 Glow Plug Circuit Range/Performance																					
P06BA	Cylinder 2 Glow Plug Circuit Range/Performance																					
P06BB	Cylinder 3 Glow Plug Circuit Range/Performance																					
P06BC	Cylinder 4 Glow Plug Circuit Range/Performance																					
P06BD	Cylinder 5 Glow Plug Circuit Range/Performance																					
P06BE	Cylinder 6 Glow Plug Circuit Range/Performance																					
P06BF	Cylinder 7 Glow Plug Circuit Range/Performance																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P06C0	Cylinder 8 Glow Plug Circuit Range/Performance																					
P06C1	Cylinder 9 Glow Plug Circuit Range/Performance																					
P06C2	Cylinder 10 Glow Plug Circuit Range/Performance																					
P06C3	Cylinder 11 Glow Plug Circuit Range/Performance																					
P06C4	Cylinder 12 Glow Plug Circuit Range/Performance																					
P06C5	Cylinder 1 Glow Plug Incorrect																					
P06C6	Cylinder 2 Glow Plug Incorrect																					
P06C7	Cylinder 3 Glow Plug Incorrect																					
P06C8	Cylinder 4 Glow Plug Incorrect																					
P06C9	Cylinder 5 Glow Plug Incorrect																					
P06CA	Cylinder 6 Glow Plug Incorrect																					
P06CB	Cylinder 7 Glow Plug Incorrect																					
P06CC	Cylinder 8 Glow Plug Incorrect																					
P06CD	Cylinder 9 Glow Plug Incorrect																					
P06CE	Cylinder 10 Glow Plug Incorrect																					
P06CF	Cylinder 11 Glow Plug Incorrect																					
P06D0	Cylinder 12 Glow Plug Incorrect																					
P06D1	Internal Control Module Ignition Coil Control Module Performance																					
	Transmission																					
P0700	Transmission Control System (MIL Request)	G						D	d	d					E			D				
P0701	Transmission Control System Range/Performance				T*							J*						D				
P0702	Transmission Control System Electrical				T*	t						J*			E							
P0703	Brake Switch "B" Circuit		g	g				D		d	M*	J*			E			D				
P0704	Clutch Switch Input Circuit	G						D		d	M*				E			D				
P0705	Transmission Range Sensor "A" Circuit (PRNDL Input)	G*	g		T*			D*	d		M*			N								TR
P0706	Transmission Range Sensor "A" Circuit Range/Performance	G*			T*			D*	d		M*	J*							U			TR
P0707	Transmission Range Sensor "A" Circuit Low	G*	g		T*			D*	d		M*								U			TR
P0708	Transmission Range Sensor "A" Circuit High	G*	g		T*			D*	d		M*								U			TR
P0709	Transmission Range Sensor "A" Circuit Intermittent	G*																				TR
P070A	Transmission Fluid Level Sensor Circuit																					
P070B	Transmission Fluid Level Sensor Circuit Range/Performance																					
P070C	Transmission Fluid Level Sensor Circuit Low																					
P070D	Transmission Fluid Level Sensor Circuit High																					
P070E	Transmission Fluid Level Sensor Circuit Intermittent/Erratic																					
P070F	Transmission Fluid Level Too Low																					
P0710	Transmission Fluid Temperature Sensor "A" Circuit				T*			D^			M*	J*		N					U			TFT
P0711	Transmission Fluid Temperature Sensor "A" Circuit Range/Performance	G^			T*			D*			M*	J										TFT
P0712	Transmission Fluid Temperature Sensor "A" Circuit Low	G^	g	g	T*			D*	d	d	M*								U			TFT
P0713	Transmission Fluid Temperature Sensor "A" Circuit High	G^	g	g	T*			D*	d	d	M*								U			TFT
P0714	Transmission Fluid Temperature Sensor "A" Circuit Intermittent				T*																	TFT
P0715	Turbine/Input Shaft Speed Sensor "A" Circuit	G*+		g	T*			D*			M*	J*			E							TSS
P0716	Turbine/Input Shaft Speed Sensor "A" Circuit Range/Performance				T*										E	e						TSS
P0717	Turbine/Input Shaft Speed Sensor "A" Circuit No Signal	G^		g	T*			D^							E							TSS
P0718	Turbine/Input Shaft Speed Sensor "A" Circuit Intermittent	G^		g				D^														TSS
P0719	Brake Switch "B" Circuit Low																					
P071A	Transmission Mode Switch "A" Circuit																					
P071B	Transmission Mode Switch "A" Circuit Low																					
P071C	Transmission Mode Switch "A" Circuit High																					
P071D	Transmission Mode Switch "B" Circuit																					
P071E	Transmission Mode Switch "B" Circuit Low																					
P071F	Transmission Mode Switch "B" Circuit High																					
P0720	Output Shaft Speed Sensor Circuit	G*+			T*			D*		d	M*	J*		N	E*							OSS
P0721	Output Shaft Speed Sensor Circuit Range/Performance	G^			T*			D^		d					E							OSS
P0722	Output Shaft Speed Sensor Circuit No Signal	G^			T*			D^		d	M*				E							OSS
P0723	Output Shaft Speed Sensor Circuit Intermittent	G			T*																	OSS
P0724	Brake Switch "B" Circuit High																					
P0725	Engine Speed Input Circuit										M*			N	E							RPM
P0726	Engine Speed Input Circuit Range/Performance				T										E	e						RPM
P0727	Engine Speed Input Circuit No Signal				T																	RPM

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0728	Engine Speed Input Circuit Intermittent																					RPM
P0729	Gear 6 Incorrect Ratio				T*			D^				J*										
P072A	Stuck in Neutral																					
P072B	Stuck in Reverse																					
P072C	Stuck in Gear 1				T*																	
P072D	Stuck in Gear 2																					
P072E	Stuck in Gear 3				T*																	
P072F	Stuck in Gear 4				T*																	
P0730	Incorrect Gear Ratio				T*			D^			M*				E							
P0731	Gear 1 Incorrect Ratio	G^			T*			D^			M	J*		N								1GR
P0732	Gear 2 Incorrect Ratio	G^			T*			D^			M	J*		N								2GR
P0733	Gear 3 Incorrect Ratio	G^			T*			D^			M	J*		N								3GR
P0734	Gear 4 Incorrect Ratio	G^			T*			D^			M	J*		N								4GR
P0735	Gear 5 Incorrect Ratio	G^			T*			D^				J*										5GR
P0736	Reverse Incorrect Ratio				T*							J*										
P0737	TCM Engine Speed Output Circuit																					
P0738	TCM Engine Speed Output Circuit Low																					
P0739	TCM Engine Speed Output Circuit High																					
P073A	Stuck in Gear 5				T*																	
P073B	Stuck in Gear 6				T*																	
P073C	Stuck in Gear 7																					
P073D	Unable to Engage Neutral																					
P073E	Unable to Engage Reverse				T																	
P073F	Unable to Engage Gear 1				T																	
P0740	Torque Converter Clutch Solenoid Circuit / Open	G^	g		T*			D*	d		M*	J*		N								TCC
P0741	Torque Converter Clutch Solenoid Circuit Performance/Stuck Off	G^*			T*			D*			M	J*										TCC
P0742	Torque Converter Clutch Solenoid Circuit Stuck On				T*			D*	d		M	J*										TCC
P0743	Torque Converter Clutch Solenoid Circuit Electrical	G*	g		T*			D^	d		M*	J*			E	e			U			TCC
P0744	Torque Converter Clutch Solenoid Circuit Intermittent							D*	d													TCC
P0745	Pressure Control Solenoid "A"	G*									M*			N								PC-A
P0746	Pressure Control Solenoid "A" Performance/Stuck Off	G*			T*																	PC-A
P0747	Pressure Control Solenoid "A" Stuck On				T*																	PC-A
P0748	Pressure Control Solenoid "A" Electrical	G^						D^	d			J*							U			PC-A
P0749	Pressure Control Solenoid "A" Intermittent																					PC-A
P074A	Unable to Engage Gear 2				T*																	
P074B	Unable to Engage Gear 3				T*																	
P074C	Unable to Engage Gear 4				T*																	
P074D	Unable to Engage Gear 5				T*																	
P074E	Unable to Engage Gear 6				T*																	
P074F	Unable to Engage Gear 7																					
P0750	Shift Solenoid "A"	G*	g					D*	d		M*			N								SS-A [DO]
P0751	Shift Solenoid "A" Performance/Stuck Off	G*						D*			M*											SS-A [DO]
P0752	Shift Solenoid "A" Stuck On							D*			M*											SS-A [DO]
P0753	Shift Solenoid "A" Electrical	G^	g					D^	d		M*	J*							U			SS-A [DO]
P0754	Shift Solenoid "A" Intermittent																					SS-A [DO]
P0755	Shift Solenoid "B"	G*	g					D*	d		M*			N								SS-B [DO]
P0756	Shift Solenoid "B" Performance/Stuck Off	G*						D*			M*											SS-B [DO]
P0757	Shift Solenoid "B" Stuck On							D*			M*											SS-B [DO]
P0758	Shift Solenoid "B" Electrical	G^	g					D^	d		M*	J*							U			SS-B [DO]
P0759	Shift Solenoid "B" Intermittent																					SS-B [DO]
P075A	Shift Solenoid "G"																					
P075B	Shift Solenoid "G" Performance/Stuck Off																					
P075C	Shift Solenoid "G" Stuck On																					
P075D	Shift Solenoid "G" Electrical																					
P075E	Shift Solenoid "G" Intermittent																					
P075F	Transmission Fluid Level Too High																					
P0760	Shift Solenoid "C"	G*	g					D*	d		M*											SS-C [DO]
P0761	Shift Solenoid "C" Performance/Stuck Off	G*			T			D*			M*											SS-C [DO]
P0762	Shift Solenoid "C" Stuck On				T			D*			M*											SS-C [DO]
P0763	Shift Solenoid "C" Electrical	G^	g					D^	d		M*	J*							U			SS-C [DO]
P0764	Shift Solenoid "C" Intermittent																					SS-C [DO]
P0765	Shift Solenoid "D"	G*	g					D*	d													SS-D [DO]

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0766	Shift Solenoid "D" Performance/Stuck Off	G*			T*			D*			M*											SS-D [DO]
P0767	Shift Solenoid "D" Stuck On							D*			M*											SS-D [DO]
P0768	Shift Solenoid "D" Electrical	G^	g					D^	d		M*								U			SS-D [DO]
P0769	Shift Solenoid "D" Intermittent																					SS-D [DO]
P076A	Shift Solenoid "H"																					
P076B	Shift Solenoid "H" Performance/Stuck Off																					
P076C	Shift Solenoid "H" Stuck On																					
P076D	Shift Solenoid "H" Electrical																					
P076E	Shift Solenoid "H" Intermittent																					
P076F	Gear 7 Ratio Incorrect																					
P0770	Shift Solenoid "E"	G*	g		T*			D*	d													SS-E [DO]
P0771	Shift Solenoid "E" Performance/Stuck Off	G*			T*			D*			M*											SS-E [DO]
P0772	Shift Solenoid "E" Stuck On				T			D*			M*											SS-E [DO]
P0773	Shift Solenoid "E" Electrical	G^	g					D^	d		M*											SS-E [DO]
P0774	Shift Solenoid "E" Intermittent				T																	SS-E [DO]
P0775	Pressure Control Solenoid B	G*																				PC-B
P0776	Pressure Control Solenoid "B" Performance/Stuck Off				T*																	PC-B
P0777	Pressure Control Solenoid "B" Stuck On				T*																	PC-B
P0778	Pressure Control Solenoid "B" Electrical	G^										J*							U			PC-B
P0779	Pressure Control Solenoid "B" Intermittent	G^	g																			PC-B
P077A	Output Speed Sensor Circuit - Loss of Direction Signal																					
P077B	Output Speed Sensor Circuit - Direction Error																					
P077C	Output Speed Sensor Circuit Low																					
P077D	Output Speed Sensor Circuit High																					
P077E																						
P077F																						
P0780	Shift Malfunction				T*																	
P0781	1-2 Shift	G^			T*			D^				J										
P0782	2-3 Shift	G^			T*			D^				J										
P0783	3-4 Shift	G^			T*			D^				J										
P0784	4-5 Shift				T*							J										
P0785	Shift Timing Solenoid "A"																					
P0786	Shift Timing Solenoid "A" Range/Performance																					
P0787	Shift Timing Solenoid "A" Low																					
P0788	Shift Timing Solenoid "A" High																					
P0789	Shift Timing Solenoid "A" Intermittent																					
P078A	Shift Timing Solenoid "B"																					
P078B	Shift Timing Solenoid "B" Range/Performance																					
P078C	Shift Timing Solenoid "B" Low																					
P078D	Shift Timing Solenoid "B" High																					
P078E	Shift Timing Solenoid "B" Intermittent																					
P078F																						
P0790	Normal/Performance Switch Circuit	G			T*							J										
P0791	Intermediate Shaft Speed Sensor "A" Circuit	G^		g	T*			D*				J*										ISS
P0792	Intermediate Shaft Speed Sensor "A" Circuit Range/Performance				T*																	ISS
P0793	Intermediate Shaft Speed Sensor "A" Circuit No Signal							D^														ISS
P0794	Intermediate Shaft Speed Sensor "A" Circuit Intermittent	G^			T*			D^														ISS
P0795	Pressure Control Solenoid "C"	G*										J*										PC-C
P0796	Pressure Control Solenoid "C" Performance/Stuck Off	G*	g		T*																	PC-C
P0797	Pressure Control Solenoid "C" Stuck On	G*	g		T*																	PC-C
P0798	Pressure Control Solenoid "C" Electrical	G^																				PC-C
P0799	Pressure Control Solenoid "C" Intermittent	G^	g																			PC-C
P079A	Transmission Friction Element "A" Slip Detected																					
P079B	Transmission Friction Element "B" Slip Detected																					
P079C	Transmission Friction Element "C" Slip Detected																					
P079D	Transmission Friction Element "D" Slip Detected																					
P079E	Transmission Friction Element "E" Slip Detected																					
P079F	Transmission Friction Element "F" Slip Detected																					
P07A0	Transmission Friction Element "G" Slip Detected																					
P07A1	Transmission Friction Element "H" Slip Detected																					
P07A2	Transmission Friction Element "A" Performance/Stuck Off																					
P07A3	Transmission Friction Element "A" Stuck On																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P07A4	Transmission Friction Element "B" Performance/Stuck Off																					
P07A5	Transmission Friction Element "B" Stuck On																					
P07A6	Transmission Friction Element "C" Performance/Stuck Off																					
P07A7	Transmission Friction Element "C" Stuck On																					
P07A8	Transmission Friction Element "D" Performance/Stuck Off																					
P07A9	Transmission Friction Element "D" Stuck On																					
P07AA	Transmission Friction Element "E" Performance/Stuck Off																					
P07AB	Transmission Friction Element "E" Stuck On																					
P07AC	Transmission Friction Element "F" Performance/Stuck Off																					
P07AD	Transmission Friction Element "F" Stuck On																					
P07AE	Transmission Friction Element "G" Performance/Stuck Off																					
P07AF	Transmission Friction Element "G" Stuck On																					
P07B0	Transmission Friction Element "H" Performance/Stuck Off																					
P07B1	Transmission Friction Element "H" Stuck On																					
P07B2	Transmission Park Position Sensor/Switch "A" Circuit/Open																					
P07B3	Transmission Park Position Sensor/Switch "A" Circuit Low																					
P07B4	Transmission Park Position Sensor/Switch "A" Circuit High																					
P07B5	Transmission Park Position Sensor/Switch "A" Circuit Performance/Low																					
P07B6	Transmission Park Position Sensor/Switch "A" Circuit Performance High																					
P07B7	Transmission Park Position Sensor/Switch "A" Circuit Intermittent/Erratic																					
P07B8	Transmission Park Position Sensor/Switch "B" Circuit/Open																					
P07B9	Transmission Park Position Sensor/Switch "B" Circuit Low																					
P07BA	Transmission Park Position Sensor/Switch "B" Circuit High																					
P07BB	Transmission Park Position Sensor/Switch "B" Circuit Performance/Low																					
P07BC	Transmission Park Position Sensor/Switch "B" Circuit Performance High																					
P07BD	Transmission Park Position Sensor/Switch "B" Circuit Intermittent/Erratic																					
P07BE	Transmission Park Position Sensor/Switch "A" / "B" Correlation																					
P07BF	Input/Turbine Speed Sensor "A" Circuit Low																					
P07C0	Input/Turbine Speed Sensor "A" Circuit High																					
P07C1	Input/Turbine Speed Sensor "B" Circuit Low																					
P07C2	Input/Turbine Speed Sensor "B" Circuit High																					
P07C3	Input/Turbine Speed Sensor "C" Circuit Low																					
P07C4	Input/Turbine Speed Sensor "C" Circuit High																					
P07C5	Intermediate Shaft Speed Sensor "A" Circuit Low																					
P07C6	Intermediate Shaft Speed Sensor "A" Circuit High																					
P07C7	Intermediate Shaft Speed Sensor "B" Circuit Low																					
P07C8	Intermediate Shaft Speed Sensor "B" Circuit High																					
P07C9	Intermediate Shaft Speed Sensor "C" Circuit Low																					
P07CA	Intermediate Shaft Speed Sensor "C" Circuit High																					
	Transmission																					
P0800	Transfer Case Control System (MIL Request)																					
P0801	Reverse Inhibit Control Circuit	G	g									J										
P0802	Transmission Control System MIL Request Circuit / Open																					
P0803	Upshift / Skip Shift Solenoid Control Circuit																					
P0804	Upshift / Skip Shift Lamp Control Circuit																					
P0805	Clutch Position Sensor Circuit														E	e						CP
P0806	Clutch Position Sensor Circuit Range/Performance														E	e						CP
P0807	Clutch Position Sensor Circuit Low																					CP
P0808	Clutch Position Sensor Circuit High																					CP
P0809	Clutch Position Sensor Circuit Intermittent														E	e						CP
P080A	Clutch Position Not Learned																					
P080B	Upshift / Skip Shift Solenoid Control Circuit Range/Performance																					
P080C	Upshift / Skip Shift Solenoid Control Circuit Low																					
P080D	Upshift / Skip Shift Solenoid Control Circuit High																					
P080E																						
P080F																						
P0810	Clutch Position Control Error				T										E							

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0811	Excessive Clutch "A" Slippage				T*										E							
P0812	Reverse Input Circuit	G													E							
P0813	Reverse Output Circuit																					
P0814	Transmission Range Display Circuit	G																				
P0815	Upshift Switch Circuit	G	g	g							M											
P0816	Downshift Switch Circuit	G	g	g	T																	
P0817	Starter Disable Circuit / Open				T										E			D				
P0818	Driveline Disconnect Switch Input Circuit		g		T																	
P0819	Up and Down Shift Switch to Transmission Range Correlation																					
P081A	Starter Disable Circuit Low				T																	
P081B	Starter Disable Circuit High				T																	
P081C	Park Input Circuit				T																	
P081D	Neutral Input Circuit																					
P081E	Excessive Clutch "B" Slippage				T*																	
P081F																						
P0820	Gear Lever X-Y Position Sensor Circuit																					
P0821	Gear Lever X Position Sensor Circuit														E							
P0822	Gear Lever Y Position Sensor Circuit														E							
P0823	Gear Lever X Position Sensor Circuit Intermittent																					
P0824	Gear Lever Y Position Sensor Circuit Intermittent																					
P0825	Gear Lever Push/Pull Switch Circuit (Shift Anticipate)											J			E							
P0826	Up and Down Switch Circuit				T										E	e						
P0827	Up and Down Switch Circuit Low																					
P0828	Up and Down Switch Circuit High																					
P0829	5-6 Shift				T*							J*										
P082A	Gear Lever X Position Sensor Circuit Range/Performance																					
P082B	Gear Lever X Position Sensor Circuit Low																					
P082C	Gear Lever X Position Sensor Circuit High																					
P082D	Gear Lever Y Position Sensor Circuit Range/Performance																					
P082E	Gear Lever Y Position Sensor Circuit Low																					
P082F	Gear Lever Y Position Sensor Circuit High																					
P0830	Clutch Pedal Switch "A" Circuit	G						D		d								D				
P0831	Clutch Pedal Switch "A" Circuit Low																					
P0832	Clutch Pedal Switch "A" Circuit High																					
P0833	Clutch Pedal Switch "B" Circuit	G						D		d												
P0834	Clutch Pedal Switch "B" Circuit Low																					
P0835	Clutch Pedal Switch "B" Circuit High																					
P0836	Four Wheel Drive (4WD) Switch Circuit																	D				
P0837	Four Wheel Drive (4WD) Switch Circuit Range/Performance																					
P0838	Four Wheel Drive (4WD) Switch Circuit Low																					
P0839	Four Wheel Drive (4WD) Switch Circuit High																					
P083A	Transmission Fluid Pressure Sensor/Switch "G" Circuit																					
P083B	Transmission Fluid Pressure Sensor/Switch "G" Circuit Range/Performance																					
P083C	Transmission Fluid Pressure Sensor/Switch "G" Circuit Low																					
P083D	Transmission Fluid Pressure Sensor/Switch "G" Circuit High																					
P083E	Transmission Fluid Pressure Sensor/Switch "G" Circuit Intermittent																					
P083F	Clutch Pedal Switch "A" / "B" Correlation																					
P0840	Transmission Fluid Pressure Sensor/Switch "A" Circuit	G	g	g	T*			D^														
P0841	Transmission Fluid Pressure Sensor/Switch "A" Circuit Range/Performance				T*			D*			M											
P0842	Transmission Fluid Pressure Sensor/Switch "A" Circuit Low				T*																	
P0843	Transmission Fluid Pressure Sensor/Switch "A" Circuit High				T*																	
P0844	Transmission Fluid Pressure Sensor/Switch "A" Circuit Intermittent	G																				
P0845	Transmission Fluid Pressure Sensor/Switch "B" Circuit				T*			D^														
P0846	Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance				T*			D*			M*											
P0847	Transmission Fluid Pressure Sensor/Switch "B" Circuit Low				T*																	
P0848	Transmission Fluid Pressure Sensor/Switch "B" Circuit High				T*																	
P0849	Transmission Fluid Pressure Sensor/Switch "B" Circuit Intermittent																					
P084A	Transmission Fluid Pressure Sensor/Switch "H" Circuit																					
P084B	Transmission Fluid Pressure Sensor/Switch "H" Circuit Range/Performance																					
P084C	Transmission Fluid Pressure Sensor/Switch "H" Circuit Low																					
P084D	Transmission Fluid Pressure Sensor/Switch "H" Circuit High																					
P084E	Transmission Fluid Pressure Sensor/Switch "H" Circuit Intermittent																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P084F	Park / Neutral Switch Output Circuit											J										
P0850	Park / Neutral Switch Input Circuit										M*				E							
P0851	Park / Neutral Switch Input Circuit Low																					
P0852	Park / Neutral Switch Input Circuit High																					
P0853	Drive Switch Input Circuit														E							
P0854	Drive Switch Input Circuit Low																					
P0855	Drive Switch Input Circuit High																					
P0856	Traction Control Input Signal																					
P0857	Traction Control Input Signal Range/Performance														E							
P0858	Traction Control Input Signal Low																					
P0859	Traction Control Input Signal High																					
P085A	Gear Shift Control Module "B" Communication Circuit																					
P085B	Gear Shift Control Module "B" Communication Circuit Low																					
P085C	Gear Shift Control Module "B" Communication Circuit High																					
P085D	Gear Shift Control Module "A" Performance				T																	
P085E	Gear Shift Control Module "B" Performance																					
P085F																						
P0860	Gear Shift Control Module "A" Communication Circuit				T																	
P0861	Gear Shift Control Module "A" Communication Circuit Low																					
P0862	Gear Shift Control Module "A" Communication Circuit High																					
P0863	TCM Communication Circuit																					
P0864	TCM Communication Circuit Range/Performance																					
P0865	TCM Communication Circuit Low																					
P0866	TCM Communication Circuit High																					
P0867	Transmission Fluid Pressure																					
P0868	Transmission Fluid Pressure Low				T																	
P0869	Transmission Fluid Pressure High																					
P086A																						
P086B																						
P086C																						
P086D																						
P086E																						
P086F																						
P0870	Transmission Fluid Pressure Sensor/Switch "C" Circuit							D^														
P0871	Transmission Fluid Pressure Sensor/Switch "C" Circuit Range/Performance				T			D*														
P0872	Transmission Fluid Pressure Sensor/Switch "C" Circuit Low																					
P0873	Transmission Fluid Pressure Sensor/Switch "C" Circuit High																					
P0874	Transmission Fluid Pressure Sensor/Switch "C" Circuit Intermittent																					
P0875	Transmission Fluid Pressure Sensor/Switch "D" Circuit							D^														
P0876	Transmission Fluid Pressure Sensor/Switch "D" Circuit Range/Performance							D*														
P0877	Transmission Fluid Pressure Sensor/Switch "D" Circuit Low																					
P0878	Transmission Fluid Pressure Sensor/Switch "D" Circuit High																					
P0879	Transmission Fluid Pressure Sensor/Switch "D" Circuit Intermittent																					
P087A																						
P087B																						
P087C																						
P087D																						
P087E																						
P087F																						
P0880	TCM Power Input Signal																					
P0881	TCM Power Input Signal Range/Performance																					
P0882	TCM Power Input Signal Low				T*																	
P0883	TCM Power Input Signal High				T*																	
P0884	TCM Power Input Signal Intermittent																					
P0885	TCM Power Relay Control Circuit /Open														E	e						
P0886	TCM Power Relay Control Circuit Low														E	e						
P0887	TCM Power Relay Control Circuit High														E	e						
P0888	TCM Power Relay Sense Circuit																					
P0889	TCM Power Relay Sense Circuit Range/Performance																					
P088A	Transmission Fluid Filter Deteriorated																					
P088B	Transmission Fluid Filter Very Deteriorated																					
P088C																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P088D																						
P088E																						
P088F																						
P0890	TCM Power Relay Sense Circuit Low																					
P0891	TCM Power Relay Sense Circuit High																					
P0892	TCM Power Relay Sense Circuit Intermittent																					
P0893	Multiple Gears Engaged																					
P0894	Transmission Component Slipping										M											
P0895	Shift Time Too Short																					
P0896	Shift Time Too Long																					
P0897	Transmission Fluid Deteriorated				T																	
P0898	Transmission Control System MIL Request Circuit Low																					
P0899	Transmission Control System MIL Request Circuit High																					
P089A																						
P089B																						
P089C																						
P089D																						
P089E																						
P089F																						
	Transmission																					
P0900	Clutch Actuator Circuit / Open				T*										E	e						
P0901	Clutch Actuator Circuit Range/Performance																					
P0902	Clutch Actuator Circuit Low				T*										E	e						
P0903	Clutch Actuator Circuit High				T*										E	e						
P0904	Gate Select Position Circuit [senses left / right position]														E	e						
P0905	Gate Select Position Circuit Range/Performance														E	e						
P0906	Gate Select Position Circuit Low																					
P0907	Gate Select Position Circuit High																					
P0908	Gate Select Position Circuit Intermittent														E	e						
P0909	Gate Select Control Error														E							
P0910	Gate Select Actuator Circuit / Open [left / right motion]														E	e						
P0911	Gate Select Actuator Circuit Range/Performance																					
P0912	Gate Select Actuator Circuit Low														E	e						
P0913	Gate Select Actuator Circuit High														E	e						
P0914	Gear Shift Position Circuit [senses forward / rearward position, odd / even gears]														E	e						
P0915	Gear Shift Position Circuit Range/Performance														E	e						
P0916	Gear Shift Position Circuit Low																					
P0917	Gear Shift Position Circuit High																					
P0918	Gear Shift Position Circuit Intermittent														E	e						
P0919	Gear Shift Position Control Error														E							
P0920	Gear Shift Forward Actuator Circuit / Open [forward motion, odd gears, 1,3,5]														E	e						
P0921	Gear Shift Forward Actuator Circuit Range/Performance																					
P0922	Gear Shift Forward Actuator Circuit Low														E	e						
P0923	Gear Shift Forward Actuator Circuit High														E	e						
P0924	Gear Shift Reverse Actuator Circuit / Open [rearward motion, even gears, 2,4,6]														E	e						
P0925	Gear Shift Reverse Actuator Circuit Range/Performance																					
P0926	Gear Shift Reverse Actuator Circuit Low														E	e						
P0927	Gear Shift Reverse Actuator Circuit High														E	e						
P0928	Gear Shift Lock Solenoid/Actuator Circuit "A" / Open														E	e						
P0929	Gear Shift Lock Solenoid/Actuator Circuit "A" Range/Performance											J										
P092A	Gear Shift Lock Solenoid/Actuator Circuit "B" / Open																					
P092B	Gear Shift Lock Solenoid/Actuator Circuit "B" Range/Performance																					
P092C	Gear Shift Lock SolenoidActuator Circuit "B" Low				T																	
P092D	Gear Shift Lock Solenoid/Actuator Circuit "B" High				T																	
P092E																						
P092F																						
P0930	Gear Shift Lock Solenoid/Actuator Circuit "A" Low				T										E	e						
P0931	Gear Shift Lock Solenoid/Actuator Circuit "A" High				T										E	e						
P0932	Hydraulic Pressure Sensor Circuit	G	g																			
P0933	Hydraulic Pressure Sensor Range/Performance														E	e						
P0934	Hydraulic Pressure Sensor Circuit Low																					
P0935	Hydraulic Pressure Sensor Circuit High																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0936	Hydraulic Pressure Sensor Circuit Intermittent																					
P0937	Hydraulic Oil Temperature Sensor Circuit	G	g																			
P0938	Hydraulic Oil Temperature Sensor Range/Performance														E	e						
P0939	Hydraulic Oil Temperature Sensor Circuit Low	G	g												E	e						
P0940	Hydraulic Oil Temperature Sensor Circuit High	G	g												E	e						
P0941	Hydraulic Oil Temperature Sensor Circuit Intermittent																					
P0942	Hydraulic Pressure Unit				T*																	
P0943	Hydraulic Pressure Unit Cycling Period Too Short														E	e						
P0944	Hydraulic Pressure Unit Loss of Pressure														E	e						
P0945	Hydraulic Pump Relay Circuit / Open														E	e						
P0946	Hydraulic Pump Relay Circuit Range/Performance														E	e						
P0947	Hydraulic Pump Relay Circuit Low														E	e						
P0948	Hydraulic Pump Relay Circuit High														E	e						
P0949	Auto Shift Manual Adaptive Learning Not Done														E	e						
P0950	Auto Shift Manual Control Circuit [Up / Down / Auto / etc]																					
P0951	Auto Shift Manual Control Circuit Range/Performance														E	e						
P0952	Auto Shift Manual Control Circuit Low														E	e						
P0953	Auto Shift Manual Control Circuit High														E	e						
P0954	Auto Shift Manual Control Circuit Intermittent																					
P0955	Auto Shift Manual Mode Circuit [Perf / Winter / Sport / etc]																					
P0956	Auto Shift Manual Mode Circuit Range/Performance														E	e						
P0957	Auto Shift Manual Mode Circuit Low																					
P0958	Auto Shift Manual Mode Circuit High																					
P0959	Auto Shift Manual Mode Circuit Intermittent																					
P0960	Pressure Control Solenoid "A" Control Circuit / Open	G^	g		T*			D*	d													
P0961	Pressure Control Solenoid "A" Control Circuit Range/Performance	G	g		T*																	
P0962	Pressure Control Solenoid "A" Control Circuit Low	G*	g		T*	t		D*	d													
P0963	Pressure Control Solenoid "A" Control Circuit High	G*	g		T*	t		D*	d													
P0964	Pressure Control Solenoid "B" Control Circuit / Open	G^	g		T*																	
P0965	Pressure Control Solenoid "B" Control Circuit Range/Performance				T*																	
P0966	Pressure Control Solenoid "B" Control Circuit Low	G*	g		T*																	
P0967	Pressure Control Solenoid "B" Control Circuit High	G^	g		T*																	
P0968	Pressure Control Solenoid "C" Control Circuit / Open	G^	g		T*																	
P0969	Pressure Control Solenoid "C" Control Circuit Range/Performance																					
P0970	Pressure Control Solenoid "C" Control Circuit Low	G*	g		T*																	
P0971	Pressure Control Solenoid "C" Control Circuit High	G^	g		T*																	
P0972	Shift Solenoid "A" Control Circuit Range/Performance				T*			D^														
P0973	Shift Solenoid "A" Control Circuit Low				T*	t		D*	d													
P0974	Shift Solenoid "A" Control Circuit High				T*	t		D*	d													
P0975	Shift Solenoid "B" Control Circuit Range/Performance				T*			D^														
P0976	Shift Solenoid "B" Control Circuit Low				T*	t		D*	d													
P0977	Shift Solenoid "B" Control Circuit High				T*	t		D*	d													
P0978	Shift Solenoid "C" Control Circuit Range/Performance				T*			D^														
P0979	Shift Solenoid "C" Control Circuit Low				T*	t		D*	d													
P0980	Shift Solenoid "C" Control Circuit High				T*	t		D*	d													
P0981	Shift Solenoid "D" Control Circuit Range/Performance				T*			D^														
P0982	Shift Solenoid "D" Control Circuit Low				T*	t		D*	d													
P0983	Shift Solenoid "D" Control Circuit High				T*	t		D*	d													
P0984	Shift Solenoid "E" Control Circuit Range/Performance				T*			D^														
P0985	Shift Solenoid "E" Control Circuit Low				T*	t		D*	d													
P0986	Shift Solenoid "E" Control Circuit High				T*	t		D*	d													
P0987	Transmission Fluid Pressure Sensor/Switch "E" Circuit							D^														
P0988	Transmission Fluid Pressure Sensor/Switch "E" Circuit Range/Performance							D*														
P0989	Transmission Fluid Pressure Sensor/Switch "E" Circuit Low																					
P0990	Transmission Fluid Pressure Sensor/Switch "E" Circuit High																					
P0991	Transmission Fluid Pressure Sensor/Switch "E" Circuit Intermittent																					
P0992	Transmission Fluid Pressure Sensor/Switch "F" Circuit																					
P0993	Transmission Fluid Pressure Sensor/Switch "F" Circuit Range/Performance																					
P0994	Transmission Fluid Pressure Sensor/Switch "F" Circuit Low																					
P0995	Transmission Fluid Pressure Sensor/Switch "F" Circuit High																					
P0996	Transmission Fluid Pressure Sensor/Switch "F" Circuit Intermittent																					
P0997	Shift Solenoid "F" Control Circuit Range/Performance				T*																	

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0998	Shift Solenoid "F" Control Circuit Low				T*	t																
P0999	Shift Solenoid "F" Control Circuit High				T*	t																
P099A	Shift Solenoid "G" Control Circuit Range/Performance																					
P099B	Shift Solenoid "G" Control Circuit Low																					
P099C	Shift Solenoid "G" Control Circuit High																					
P099D	Shift Solenoid "H" Control Circuit Range/Performance																					
P099E	Shift Solenoid "H" Control Circuit Low																					
P099F	Shift Solenoid "H" Control Circuit High																					
	Hybrid Propulsion																					
P0A00	Motor Electronics Coolant Temperature Sensor Circuit	G																				
P0A01	Motor Electronics Coolant Temperature Sensor Circuit Range/Performance				T																	
P0A02	Motor Electronics Coolant Temperature Sensor Circuit Low	G	g	g																		
P0A03	Motor Electronics Coolant Temperature Sensor Circuit High	G	g	g																		
P0A04	Motor Electronics Coolant Temperature Sensor Circuit Intermittent																					
P0A05	Motor Electronics Coolant Pump "A" Control Circuit / Open	G	g	g																		
P0A06	Motor Electronics Coolant Pump "A" Control Circuit Low																					
P0A07	Motor Electronics Coolant Pump "A" Control Circuit High																					
P0A08	DC/DC Converter Status Circuit / Open	G	g	g																		
P0A09	DC/DC Converter Status Circuit Low	G	g	g				D*	d													
P0A0A	High Voltage System Interlock Circuit				T																	
P0A0B	High Voltage System Interlock Circuit Performance																					
P0A0C	High Voltage System Interlock Circuit Low																					
P0A0D	High Voltage System Interlock Circuit High																					
P0A0E	High Voltage System Interlock Circuit Intermittent																					
P0A0F	Engine Failed to Start																					
P0A10	DC/DC Converter Status Circuit High	G	g	g				D*	d													
P0A11	DC/DC Converter Enable Circuit / Open	G	g	g																		
P0A12	DC/DC Converter Enable Circuit Low	G	g	g																		
P0A13	DC/DC Converter Enable Circuit High	G	g	g																		
P0A14	Engine Mount Control "A" Circuit / Open	G	g	g																		
P0A15	Engine Mount Control "A" Circuit Low																					
P0A16	Engine Mount Control "A" Circuit High																					
P0A17	Motor Torque Sensor Circuit																					
P0A18	Motor Torque Sensor Circuit Range/Performance	G	g	g																		
P0A19	Motor Torque Sensor Circuit Low																					
P0A1A	Generator Control Module				T																	
P0A1B	Drive Motor "A" Control Module				T																	
P0A1C	Drive Motor "B" Control Module																					
P0A1D	Hybrid Powertrain Control Module																					
P0A1E	Starter/Generator Control Module																					
P0A1F	Battery Energy Control Module	G																				
P0A20	Motor Torque Sensor Circuit High																					
P0A21	Motor Torque Sensor Circuit Intermittent																					
P0A22	Generator Torque Sensor Circuit																					
P0A23	Generator Torque Sensor Circuit Range/Performance	G	g	g																		
P0A24	Generator Torque Sensor Circuit Low																					
P0A25	Generator Torque Sensor Circuit High																					
P0A26	Generator Torque Sensor Circuit Intermittent																					
P0A27	Hybrid Battery Power Off Circuit	G																				
P0A28	Hybrid Battery Power Off Circuit Low	G																				
P0A29	Hybrid Battery Power Off Circuit High																					
P0A2A	Drive Motor "A" Temperature Sensor Circuit				T																	
P0A2B	Drive Motor "A" Temperature Sensor Circuit Range/Performance																					
P0A2C	Drive Motor "A" Temperature Sensor Circuit Low																					
P0A2D	Drive Motor "A" Temperature Sensor Circuit High																					
P0A2E	Drive Motor "A" Temperature Sensor Circuit Intermittent																					
P0A2F	Drive Motor "A" Over Temperature				T																	
P0A30	Drive Motor "B" Temperature Sensor Circuit																					
P0A31	Drive Motor "B" Temperature Sensor Circuit Range/Performance																					
P0A32	Drive Motor "B" Temperature Sensor Circuit Low																					
P0A33	Drive Motor "B" Temperature Sensor Circuit High																					
P0A34	Drive Motor "B" Temperature Sensor Circuit Intermittent																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0A35	Drive Motor "B" Over Temperature																					
P0A36	Generator Temperature Sensor Circuit				T																	
P0A37	Generator Temperature Sensor Circuit Range/Performance																					
P0A38	Generator Temperature Sensor Circuit Low																					
P0A39	Generator Temperature Sensor Circuit High																					
P0A3A	Generator Temperature Sensor Circuit Intermittent																					
P0A3B	Generator Over Temperature				T													D				
P0A3C	Drive Motor "A" Inverter Over Temperature				T																	
P0A3D	Drive Motor "B" Inverter Over Temperature																					
P0A3E	Generator Inverter Over Temperature				T																	
P0A3F	Drive Motor "A" Position Sensor Circuit																					
P0A40	Drive Motor "A" Position Sensor Circuit Range/Performance																					
P0A41	Drive Motor "A" Position Sensor Circuit Low																					
P0A42	Drive Motor "A" Position Sensor Circuit High																					
P0A43	Drive Motor "A" Position Sensor Circuit Intermittent																					
P0A44	Drive Motor "A" Position Sensor Circuit Overspeed				T																	
P0A45	Drive Motor "B" Position Sensor Circuit																					
P0A46	Drive Motor "B" Position Sensor Circuit Range/Performance																					
P0A47	Drive Motor "B" Position Sensor Circuit Low																					
P0A48	Drive Motor "B" Position Sensor Circuit High																					
P0A49	Drive Motor "B" Position Sensor Circuit Intermittent																					
P0A4A	Drive Motor "B" Position Sensor Circuit Overspeed																					
P0A4B	Generator Position Sensor Circuit																					
P0A4C	Generator Position Sensor Circuit Range/Performance																					
P0A4D	Generator Position Sensor Circuit Low																					
P0A4E	Generator Position Sensor Circuit High																					
P0A4F	Generator Position Sensor Circuit Intermittent																					
P0A50	Generator Position Sensor Circuit Overspeed				T																	
P0A51	Drive Motor "A" Current Sensor Circuit																					
P0A52	Drive Motor "A" Current Sensor Circuit Range/Performance																					
P0A53	Drive Motor "A" Current Sensor Circuit Low																					
P0A54	Drive Motor "A" Current Sensor Circuit High																					
P0A55	Drive Motor "B" Current Sensor Circuit																					
P0A56	Drive Motor "B" Current Sensor Circuit Range/Performance																					
P0A57	Drive Motor "B" Current Sensor Circuit Low																					
P0A58	Drive Motor "B" Current Sensor Circuit High																					
P0A59	Generator Current Sensor Circuit																					
P0A5A	Generator Current Sensor Circuit Range/Performance																					
P0A5B	Generator Current Sensor Circuit Low																					
P0A5C	Generator Current Sensor Circuit High																					
P0A5D	Drive Motor "A" Phase U Current																					
P0A5E	Drive Motor "A" Phase U Current Low																					
P0A5F	Drive Motor "A" Phase U Current High																					
P0A60	Drive Motor "A" Phase V Current																					
P0A61	Drive Motor "A" Phase V Current Low																					
P0A62	Drive Motor "A" Phase V Current High																					
P0A63	Drive Motor "A" Phase W Current																					
P0A64	Drive Motor "A" Phase W Current Low																					
P0A65	Drive Motor "A" Phase W Current High																					
P0A66	Drive Motor "B" Phase U Current																					
P0A67	Drive Motor "B" Phase U Current Low																					
P0A68	Drive Motor "B" Phase U Current High																					
P0A69	Drive Motor "B" Phase V Current																					
P0A6A	Drive Motor "B" Phase V Current Low																					
P0A6B	Drive Motor "B" Phase V Current High																					
P0A6C	Drive Motor "B" Phase W Current																					
P0A6D	Drive Motor "B" Phase W Current Low																					
P0A6E	Drive Motor "B" Phase W Current High																					
P0A6F	Generator Phase U Current																					
P0A70	Generator Phase U Current Low																					
P0A71	Generator Phase U Current High																					
P0A72	Generator Phase V Current																					

	OBD-II Diagnostic Trouble Code Definitions	North America: Spark Ignition PCM Continuous	KOEO	KOER	Standalone TCM Continuous	KOEO	KOER	Diesel PCM Continuous	KOEO	KOER	Mazda	Jaguar	Land Rover	Nissan	Europe: Spark Ignition Continuous	KOEO	KOER	Diesel	Australia: Spark Ignition Continuous	KOEO	KOER	SAE J1930 Component/ System and I/O Type
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.																					A = Analog D = Digital F = Frequency I = Input O = Output
P0A73	Generator Phase V Current Low																					
P0A74	Generator Phase V Current High																					
P0A75	Generator Phase W Current																					
P0A76	Generator Phase W Current Low																					
P0A77	Generator Phase W Current High																					
P0A78	Drive Motor "A" Inverter Performance				T																	
P0A79	Drive Motor "B" Inverter Performance																					
P0A7A	Generator Inverter Performance				T																	
P0A7B	Battery Energy Control Module Requested MIL Illumination																					
P0A7C	Motor Electronics Over Temperature	G																				
P0A7D	Hybrid Battery Pack State of Charge Low																					
P0A7E	Hybrid Battery Pack Over Temperature																					
P0A7F	Hybrid Battery Pack Deterioration																					
P0A80	Replace Hybrid Battery Pack																					
P0A81	Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open																					
P0A82	Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off																					
P0A83	Hybrid Battery Pack Cooling Fan 1 Stuck On																					
P0A84	Hybrid Battery Pack Cooling Fan 1 Control Circuit Low																					
P0A85	Hybrid Battery Pack Cooling Fan 1 Control Circuit High																					
P0A86	14 Volt Power Module Current Sensor Circuit																					
P0A87	14 Volt Power Module Current Sensor Circuit Range/Performance																					
P0A88	14 Volt Power Module Current Sensor Circuit Low																					
P0A89	14 Volt Power Module Current Sensor Circuit High																					
P0A8A	14 Volt Power Module Current Sensor Circuit Intermittent																					
P0A8B	14 Volt Power Module System Voltage																					
P0A8C	14 Volt Power Module System Voltage Unstable																					
P0A8D	14 Volt Power Module System Voltage Low																					
P0A8E	14 Volt Power Module System Voltage High																					
P0A8F	14 Volt Power Module System Voltage Performance																					
P0A90	Drive Motor "A" Performance				T																	
P0A91	Drive Motor "B" Performance																					
P0A92	Hybrid Generator Performance				T																	
P0A93	Inverter "A" Cooling System Performance																					
P0A94	DC/DC Converter Performance																					
P0A95	High Voltage Fuse																					
P0A96	Hybrid Battery Pack Cooling Fan 2 Control Circuit / Open																					
P0A97	Hybrid Battery Pack Cooling Fan 2 Performance/Stuck Off																					
P0A98	Hybrid Battery Pack Cooling Fan 2 Stuck On																					
P0A99	Hybrid Battery Pack Cooling Fan 2 Control Circuit Low																					
P0A9A	Hybrid Battery Pack Cooling Fan 2 Control Circuit High																					
P0A9B	Hybrid Battery Temperature Sensor "A" Circuit																					
P0A9C	Hybrid Battery Temperature Sensor "A" Circuit Range/Performance																					
P0A9D	Hybrid Battery Temperature Sensor "A" Circuit Low																					
P0A9E	Hybrid Battery Temperature Sensor "A" Circuit High																					
P0A9F	Hybrid Battery Temperature Sensor "A" Circuit Intermittent/Erratic																					
P0AA0	Hybrid Battery Positive Contactor Circuit																					
P0AA1	Hybrid Battery Positive Contactor Circuit Stuck Closed																					
P0AA2	Hybrid Battery Positive Contactor Circuit Stuck Open																					
P0AA3	Hybrid Battery Negative Contactor Circuit																					
P0AA4	Hybrid Battery Negative Contactor Circuit Stuck Closed																					
P0AA5	Hybrid Battery Negative Contactor Circuit Stuck Open																					
P0AA6	Hybrid Battery Voltage System Isolation Fault																					
P0AA7	Hybrid Battery Voltage Isolation Sensor Circuit																					
P0AA8	Hybrid Battery Voltage Isolation Sensor Circuit Range/Performance																					
P0AA9	Hybrid Battery Voltage Isolation Sensor Circuit Low																					
P0AAA	Hybrid Battery Voltage Isolation Sensor Circuit High																					
P0AAB	Hybrid Battery Voltage Isolation Sensor Circuit Intermittent/Erratic																					
P0AAC	Hybrid Battery Pack Air Temperature Sensor "A" Circuit																					
P0AAD	Hybrid Battery Pack Air Temperature Sensor "A" Circuit Range/Performance																					
P0AAE	Hybrid Battery Pack Air Temperature Sensor "A" Circuit Low																					
P0AAF	Hybrid Battery Pack Air Temperature Sensor "A" Circuit High																					
P0AB0	Hybrid Battery Pack Air Temperature Sensor "A" Circuit Intermittent/Erratic																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0AB1	Hybrid Battery Pack Air Temperature Sensor "B" Circuit																					
P0AB2	Hybrid Battery Pack Air Temperature Sensor "B" Circuit Range/Performance																					
P0AB3	Hybrid Battery Pack Air Temperature Sensor "B" Circuit Low																					
P0AB4	Hybrid Battery Pack Air Temperature Sensor "B" Circuit High																					
P0AB5	Hybrid Battery Pack Air Temperature Sensor "B" Circuit Intermittent/Erratic																					
P0AB6	Engine Mount Control "B" Circuit / Open																					
P0AB7	Engine Mount Control "B" Circuit Low																					
P0AB8	Engine Mount Control "B" Circuit High																					
P0AB9	Hybrid System Performance																					
P0ABA	Hybrid Battery Pack Voltage Sense "A" Circuit																					
P0ABB	Hybrid Battery Pack Voltage Sense "A" Circuit Range / Performance																					
P0ABC	Hybrid Battery Pack Voltage Sense "A" Circuit Low																					
P0ABD	Hybrid Battery Pack Voltage Sense "A" Circuit High																					
P0ABE	Hybrid Battery Pack Voltage Sense "A" Circuit Intermittent / Erratic																					
P0ABF	Hybrid Battery Pack Current Sensor "A" Circuit																					
P0AC0	Hybrid Battery Pack Current Sensor "A" Circuit Range / Performance																					
P0AC1	Hybrid Battery Pack Current Sensor "A" Circuit Low																					
P0AC2	Hybrid Battery Pack Current Sensor "A" Circuit High																					
P0AC3	Hybrid Battery Pack Current Sensor "A" Circuit Intermittent / Erratic																					
P0AC4	Hybrid Powertrain Control Module Requested MIL Illumination																					
P0AC5	Hybrid Battery Temperature Sensor "B" Circuit																					
P0AC6	Hybrid Battery Temperature Sensor "B" Circuit Range/Performance																					
P0AC7	Hybrid Battery Temperature Sensor "B" Circuit Low																					
P0AC8	Hybrid Battery Temperature Sensor "B" Circuit High																					
P0AC9	Hybrid Battery Temperature Sensor "B" Circuit Intermittent/Erratic																					
P0ACA	Hybrid Battery Temperature Sensor "C" Circuit																					
P0ACB	Hybrid Battery Temperature Sensor "C" Circuit Range/Performance																					
P0ACC	Hybrid Battery Temperature Sensor "C" Circuit Low																					
P0ACD	Hybrid Battery Temperature Sensor "C" Circuit High																					
P0ACE	Hybrid Battery Temperature Sensor "C" Circuit Intermittent/Erratic																					
P0ACF	Hybrid Battery Pack Cooling Fan 3 Control Circuit / Open																					
P0AD0	Hybrid Battery Pack Cooling Fan 3 Performance/Stuck Off																					
P0AD1	Hybrid Battery Pack Cooling Fan 3 Stuck On																					
P0AD2	Hybrid Battery Pack Cooling Fan 3 Control Circuit Low																					
P0AD3	Hybrid Battery Pack Cooling Fan 3 Control Circuit High																					
P0AD4	Hybrid Battery Pack Air Flow System Insufficient Air Flow																					
P0AD5	Hybrid Battery Pack Air Flow Valve "A" Control Circuit/Open																					
P0AD6	Hybrid Battery Pack Air Flow Valve "A" Control Circuit Range/Performance GM																					
P0AD7	Hybrid Battery Pack Air Flow Valve "A" Control Circuit Low																					
P0AD8	Hybrid Battery Pack Air Flow Valve "A" Control Circuit High																					
P0AD9	Hybrid Battery Positive Contactor Control Circuit/Open																					
P0ADA	Hybrid Battery Positive Contactor Control Circuit Range/Performance																					
P0ADB	Hybrid Battery Positive Contactor Control Circuit Low																					
P0ADC	Hybrid Battery Positive Contactor Control Circuit High																					
P0ADD	Hybrid Battery Negative Contactor Control Circuit/Open																					
P0ADE	Hybrid Battery Negative Contactor Control Circuit Range/Performance																					
P0ADF	Hybrid Battery Negative Contactor Control Circuit Low																					
P0AE0	Hybrid Battery Negative Contactor Control Circuit High																					
P0AE1	Hybrid Battery Precharge Contactor Circuit																					
P0AE2	Hybrid Battery Precharge Contactor Circuit Stuck Closed																					
P0AE3	Hybrid Battery Precharge Contactor Circuit Stuck Open																					
P0AE4	Hybrid Battery Precharge Contactor Control Circuit																					
P0AE5	Hybrid Battery Precharge Contactor Control Circuit Range/Performance																					
P0AE6	Hybrid Battery Precharge Contactor Control Circuit Low																					
P0AE7	Hybrid Battery Precharge Contactor Control Circuit High																					
P0AE8	Hybrid Battery Temperature Sensor "D" Circuit																					
P0AE9	Hybrid Battery Temperature Sensor "D" Range/Performance																					
P0AEA	Hybrid Battery Temperature Sensor "D" Circuit Low																					
P0AEB	Hybrid Battery Temperature Sensor "D" Circuit High																					
P0AEC	Hybrid Battery Temperature Sensor "D" Circuit Intermittent/Erratic																					
P0AED	Drive Motor Inverter Temperature Sensor "A" Circuit																					
P0AEE	Drive Motor Inverter Temperature Sensor "A" Circuit Range/Performance																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0AEF	Drive Motor Inverter Temperature Sensor "A" Circuit Low																					
P0AF0	Drive Motor Inverter Temperature Sensor "A" Circuit High																					
P0AF1	Drive Motor Inverter Temperature Sensor "A" Circuit Intermittent/Erratic																					
P0AF2	Drive Motor Inverter Temperature Sensor "B" Circuit																					
P0AF3	Drive Motor Inverter Temperature Sensor "B" Circuit Range/Performance																					
P0AF4	Drive Motor Inverter Temperature Sensor "B" Circuit Low																					
P0AF5	Drive Motor Inverter Temperature Sensor "B" Circuit High																					
P0AF6	Drive Motor Inverter Temperature Sensor "B" Circuit Intermittent/Erratic																					
P0AF7	14 Volt Power Module Internal Temperature Too High																					
P0AF8	Hybrid Battery System Voltage																					
P0AF9	Hybrid Battery System Voltage Unstable																					
P0AFA	Hybrid Battery System Voltage Low																					
P0AFB	Hybrid Battery System Voltage High																					
P0AFC	Hybrid Battery Pack Sensor Module																					
P0AFD	Hybrid Battery Pack Temperature Too Low																					
P0AFE	Hybrid Battery System Voltage Too Low for Step Up Conversion																					
P0AFF	System Voltage Too Low for Step Down Conversion																					
	Hybrid Propulsion																					
P0B00	Auxilliary Transmission Fluid Pump Motor Phase U Current																					
P0B01	Auxilliary Transmission Fluid Pump Motor Phase U Current Low																					
P0B02	Auxilliary Transmission Fluid Pump Motor Phase U Current High																					
P0B03	Auxilliary Transmission Fluid Pump Motor Phase V Current																					
P0B04	Auxilliary Transmission Fluid Pump Motor Phase V Current Low																					
P0B05	Auxilliary Transmission Fluid Pump Motor Phase V Current High																					
P0B06	Auxilliary Transmission Fluid Pump Motor Phase W Current																					
P0B07	Auxilliary Transmission Fluid Pump Motor Phase W Current Low																					
P0B08	Auxilliary Transmission Fluid Pump Motor Phase W Current High																					
P0B09	Auxilliary Transmission Fluid Pump Motor Supply Voltage Current / Open																					
P0B0A	Auxilliary Transmission Fluid Pump Motor Supply Voltage Current Low																					
P0B0B	Auxilliary Transmission Fluid Pump Motor Supply Voltage Current High																					
P0B0C	Auxilliary Transmission Fluid Pump Hydraulic Leakage																					
P0B0D	Auxilliary Transmission Fluid Pump Motor Control Module																					
P0B0E	Hybrid Battery Pack Current Sensor "B" Circuit																					
P0B0F	Hybrid Battery Pack Current Sensor "B" Circuit Range / Performance																					
P0B10	Hybrid Battery Pack Current Sensor "B" Circuit Low																					
P0B11	Hybrid Battery Pack Current Sensor "B" Circuit High																					
P0B12	Hybrid Battery Pack Current Sensor "B" Circuit Intermittent / Erratic																					
P0B13	Hybrid Battery Pack Current Sensor "A" / "B" Correlation																					
P0B14	Hybrid Battery Pack Voltage Sense "B" Circuit																					
P0B15	Hybrid Battery Pack Voltage Sense "B" Circuit Range / Performance																					
P0B16	Hybrid Battery Pack Voltage Sense "B" Circuit Low																					
P0B17	Hybrid Battery Pack Voltage Sense "B" Circuit High																					
P0B18	Hybrid Battery Pack Voltage Sense "B" Circuit Intermittent / Erratic																					
P0B19	Hybrid Battery Pack Voltage Sense "C" Circuit																					
P0B1A	Hybrid Battery Pack Voltage Sense "C" Circuit Range / Performance																					
P0B1B	Hybrid Battery Pack Voltage Sense "C" Circuit Low																					
P0B1C	Hybrid Battery Pack Voltage Sense "C" Circuit High																					
P0B1D	Hybrid Battery Pack Voltage Sense "C" Circuit Intermittent / Erratic																					
P0B1E	Hybrid Battery Pack Voltage Sense "D" Circuit																					
P0B1F	Hybrid Battery Pack Voltage Sense "D" Circuit Range / Performance																					
P0B20	Hybrid Battery Pack Voltage Sense "D" Circuit Low																					
P0B21	Hybrid Battery Pack Voltage Sense "D" Circuit High																					
P0B22	Hybrid Battery Pack Voltage Sense "D" Circuit Intermittent / Erratic																					
P0B23	Hybrid Battery "A" Voltage																					
P0B24	Hybrid Battery "A" Voltage Unstable																					
P0B25	Hybrid Battery "A" Voltage Low																					
P0B26	Hybrid Battery "A" Voltage High																					
P0B27	Hybrid Battery "B" Voltage																					
P0B28	Hybrid Battery "B" Voltage Unstable																					
P0B29	Hybrid Battery "B" Voltage Low																					
P0B2A	Hybrid Battery "B" Voltage High																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0B2B	Hybrid Battery "C" Voltage																					
P0B2C	Hybrid Battery "C" Voltage Unstable																					
P0B2D	Hybrid Battery "C" Voltage Low																					
P0B2E	Hybrid Battery "C" Voltage High																					
P0B2F	Hybrid Battery "D" Voltage																					
P0B30	Hybrid Battery "D" Voltage Unstable																					
P0B31	Hybrid Battery "D" Voltage Low																					
P0B32	Hybrid Battery "D" Voltage High																					
P0B33	High Voltage Service Disconnect Circuit																					
P0B34	High Voltage Service Disconnect Circuit Performance																					
P0B35	High Voltage Service Disconnect Circuit Low																					
P0B36	High Voltage Service Disconnect Circuit High																					
P0B37	High Voltage Service Disconnect Open																					
P0B38	Motor Electronics Coolant Pump "B" Control Circuit / Open																					
P0B39	Motor Electronics Coolant Pump "B" Control Circuit Low																					
P0B3A	Motor Electronics Coolant Pump "B" Control Circuit High																					
P0B3B	Hybrid Battery Voltage Sense "A" Circuit																					
P0B3C	Hybrid Battery Voltage Sense "A" Circuit Range/Performance																					
P0B3D	Hybrid Battery Voltage Sense "A" Circuit Low																					
P0B3E	Hybrid Battery Voltage Sense "A" Circuit High																					
P0B3F	Hybrid Battery Voltage Sense "A" Circuit Intermittent / Erratic																					
P0B40	Hybrid Battery Voltage Sense "B" Circuit																					
P0B41	Hybrid Battery Voltage Sense "B" Circuit Range/Performance																					
P0B42	Hybrid Battery Voltage Sense "B" Circuit Low																					
P0B43	Hybrid Battery Voltage Sense "B" Circuit High																					
P0B44	Hybrid Battery Voltage Sense "B" Circuit Intermittent / Erratic																					
P0B45	Hybrid Battery Voltage Sense "C" Circuit																					
P0B46	Hybrid Battery Voltage Sense "C" Circuit Range/Performance																					
P0B47	Hybrid Battery Voltage Sense "C" Circuit Low																					
P0B48	Hybrid Battery Voltage Sense "C" Circuit High																					
P0B49	Hybrid Battery Voltage Sense "C" Circuit Intermittent / Erratic																					
P0B4A	Hybrid Battery Voltage Sense "D" Circuit																					
P0B4B	Hybrid Battery Voltage Sense "D" Circuit Range/Performance																					
P0B4C	Hybrid Battery Voltage Sense "D" Circuit Low																					
P0B4D	Hybrid Battery Voltage Sense "D" Circuit High																					
P0B4E	Hybrid Battery Voltage Sense "D" Circuit Intermittent / Erratic																					
P0B4F	Hybrid Battery Voltage Sense "E" Circuit																					
P0B50	Hybrid Battery Voltage Sense "E" Circuit Range/Performance																					
P0B51	Hybrid Battery Voltage Sense "E" Circuit Low																					
P0B52	Hybrid Battery Voltage Sense "E" Circuit High																					
P0B53	Hybrid Battery Voltage Sense "E" Circuit Intermittent / Erratic																					
P0B54	Hybrid Battery Voltage Sense "F" Circuit																					
P0B55	Hybrid Battery Voltage Sense "F" Circuit Range/Performance																					
P0B56	Hybrid Battery Voltage Sense "F" Circuit Low																					
P0B57	Hybrid Battery Voltage Sense "F" Circuit High																					
P0B58	Hybrid Battery Voltage Sense "F" Circuit Intermittent / Erratic																					
P0B59	Hybrid Battery Voltage Sense "G" Circuit																					
P0B5A	Hybrid Battery Voltage Sense "G" Circuit Range/Performance																					
P0B5B	Hybrid Battery Voltage Sense "G" Circuit Low																					
P0B5C	Hybrid Battery Voltage Sense "G" Circuit High																					
P0B5D	Hybrid Battery Voltage Sense "G" Circuit Intermittent / Erratic																					
P0B5E	Hybrid Battery Voltage Sense "H" Circuit																					
P0B5F	Hybrid Battery Voltage Sense "H" Circuit Range/Performance																					
P0B60	Hybrid Battery Voltage Sense "H" Circuit Low																					
P0B61	Hybrid Battery Voltage Sense "H" Circuit High																					
P0B62	Hybrid Battery Voltage Sense "H" Circuit Intermittent / Erratic																					
P0B63	Hybrid Battery Voltage Sense "I" Circuit																					
P0B64	Hybrid Battery Voltage Sense "I" Circuit Range/Performance																					
P0B65	Hybrid Battery Voltage Sense "I" Circuit Low																					
P0B66	Hybrid Battery Voltage Sense "I" Circuit High																					
P0B67	Hybrid Battery Voltage Sense "I" Circuit Intermittent / Erratic																					
P0B68	Hybrid Battery Voltage Sense "J" Circuit																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0B69	Hybrid Battery Voltage Sense "J" Circuit Range/Performance																					
P0B6A	Hybrid Battery Voltage Sense "J" Circuit Low																					
P0B6B	Hybrid Battery Voltage Sense "J" Circuit High																					
P0B6C	Hybrid Battery Voltage Sense "J" Circuit Intermittent / Erratic																					
P0B6D	Hybrid Battery Voltage Sense "K" Circuit																					
P0B6E	Hybrid Battery Voltage Sense "K" Circuit Range/Performance																					
P0B6F	Hybrid Battery Voltage Sense "K" Circuit Low																					
P0B70	Hybrid Battery Voltage Sense "K" Circuit High																					
P0B71	Hybrid Battery Voltage Sense "K" Circuit Intermittent / Erratic																					
P0B72	Hybrid Battery Voltage Sense "L" Circuit																					
P0B73	Hybrid Battery Voltage Sense "L" Circuit Range/Performance																					
P0B74	Hybrid Battery Voltage Sense "L" Circuit Low																					
P0B75	Hybrid Battery Voltage Sense "L" Circuit High																					
P0B76	Hybrid Battery Voltage Sense "L" Circuit Intermittent / Erratic																					
P0B77	Hybrid Battery Voltage Sense "M" Circuit																					
P0B78	Hybrid Battery Voltage Sense "M" Circuit Range/Performance																					
P0B79	Hybrid Battery Voltage Sense "M" Circuit Low																					
P0B7A	Hybrid Battery Voltage Sense "M" Circuit High																					
P0B7B	Hybrid Battery Voltage Sense "M" Circuit Intermittent / Erratic																					
P0B7C	Hybrid Battery Voltage Sense "N" Circuit																					
P0B7D	Hybrid Battery Voltage Sense "N" Circuit Range / Performance																					
P0B7E	Hybrid Battery Voltage Sense "N" Circuit Low																					
P0B7F	Hybrid Battery Voltage Sense "N" Circuit High																					
P0B80	Hybrid Battery Voltage Sense "N" Circuit Intermittent / Erratic																					
P0B81	Hybrid Battery Voltage Sense "O" Circuit																					
P0B82	Hybrid Battery Voltage Sense "O" Circuit Range / Performance																					
P0B83	Hybrid Battery Voltage Sense "O" Circuit Low																					
P0B84	Hybrid Battery Voltage Sense "O" Circuit High																					
P0B85	Hybrid Battery Voltage Sense "O" Circuit Intermittent / Erratic																					
P0B86	Hybrid Battery Voltage Sense "P" Circuit																					
P0B87	Hybrid Battery Voltage Sense "P" Circuit Range / Performance																					
P0B88	Hybrid Battery Voltage Sense "P" Circuit Low																					
P0B89	Hybrid Battery Voltage Sense "P" Circuit High																					
P0B8A	Hybrid Battery Voltage Sense "P" Circuit Intermittent / Erratic																					
P0B8B	Hybrid Battery Voltage Sense "Q" Circuit																					
P0B8C	Hybrid Battery Voltage Sense "Q" Circuit Range / Performance																					
P0B8D	Hybrid Battery Voltage Sense "Q" Circuit Low																					
P0B8E	Hybrid Battery Voltage Sense "Q" Circuit High																					
P0B8F	Hybrid Battery Voltage Sense "Q" Circuit Intermittent / Erratic																					
P0B90	Hybrid Battery Voltage Sense "R" Circuit																					
P0B91	Hybrid Battery Voltage Sense "R" Circuit Range / Performance																					
P0B92	Hybrid Battery Voltage Sense "R" Circuit Low																					
P0B93	Hybrid Battery Voltage Sense "R" Circuit High																					
P0B94	Hybrid Battery Voltage Sense "R" Circuit Intermittent / Erratic																					
P0B95	Hybrid Battery Voltage Sense "S" Circuit																					
P0B96	Hybrid Battery Voltage Sense "S" Circuit Range / Performance																					
P0B97	Hybrid Battery Voltage Sense "S" Circuit Low																					
P0B98	Hybrid Battery Voltage Sense "S" Circuit High																					
P0B99	Hybrid Battery Voltage Sense "S" Circuit Intermittent / Erratic																					
P0B9A	Hybrid Battery Voltage Sense "T" Circuit																					
P0B9B	Hybrid Battery Voltage Sense "T" Circuit Range / Performance																					
P0B9C	Hybrid Battery Voltage Sense "T" Circuit Low																					
P0B9D	Hybrid Battery Voltage Sense "T" Circuit High																					
P0B9E	Hybrid Battery Voltage Sense "T" Circuit Intermittent / Erratic																					
P0B9F	Hybrid Battery Voltage Sense "U" Circuit																					
P0BA0	Hybrid Battery Voltage Sense "U" Circuit Range / Performance																					
P0BA1	Hybrid Battery Voltage Sense "U" Circuit Low																					
P0BA2	Hybrid Battery Voltage Sense "U" Circuit High																					
P0BA3	Hybrid Battery Voltage Sense "U" Circuit Intermittent / Erratic																					
P0BA4	Hybrid Battery Voltage Sense "V" Circuit																					
P0BA5	Hybrid Battery Voltage Sense "V" Circuit Range / Performance																					
P0BA6	Hybrid Battery Voltage Sense "V" Circuit Low																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0BA7	Hybrid Battery Voltage Sense "V" Circuit High																					
P0BA8	Hybrid Battery Voltage Sense "V" Circuit Intermittent / Erratic																					
P0BA9	Hybrid Battery Voltage Sense "W" Circuit																					
P0BAA	Hybrid Battery Voltage Sense "W" Circuit Range / Performance																					
P0BAB	Hybrid Battery Voltage Sense "W" Circuit Low																					
P0BAC	Hybrid Battery Voltage Sense "W" Circuit High																					
P0BAD	Hybrid Battery Voltage Sense "W" Circuit Intermittent / Erratic																					
P0BAE	Hybrid Battery Voltage Sense "X" Circuit																					
P0BAF	Hybrid Battery Voltage Sense "X" Circuit Range / Performance																					
P0BB0	Hybrid Battery Voltage Sense "X" Circuit Low																					
P0BB1	Hybrid Battery Voltage Sense "X" Circuit High																					
P0BB2	Hybrid Battery Voltage Sense "X" Circuit Intermittent / Erratic																					
P0BB3	Hybrid Battery Voltage Sense "Y" Circuit																					
P0BB4	Hybrid Battery Voltage Sense "Y" Circuit Range / Performance																					
P0BB5	Hybrid Battery Voltage Sense "Y" Circuit Low																					
P0BB6	Hybrid Battery Voltage Sense "Y" Circuit High																					
P0BB7	Hybrid Battery Voltage Sense "Y" Circuit Intermittent / Erratic																					
P0BB8	Hybrid Battery Voltage Sense "Z" Circuit																					
P0BB9	Hybrid Battery Voltage Sense "Z" Circuit Range / Performance																					
P0BBA	Hybrid Battery Voltage Sense "Z" Circuit Low																					
P0BBB	Hybrid Battery Voltage Sense "Z" Circuit High																					
P0BBC	Hybrid Battery Voltage Sense "Z" Circuit Intermittent / Erratic																					
P0BBD	Hybrid Battery Pack Voltage Variation Exceeded Limit																					
P0BBE	Hybrid Battery Pack Voltage Variation																					
P0BBF	Hybrid Battery Pack Cooling Fan Supply Voltage Circuit / Open																					
P0BC0	Hybrid Battery Pack Cooling Fan Supply Voltage Circuit Low																					
P0BC1	Hybrid Battery Pack Cooling Fan Supply Voltage Circuit High																					
P0BC2	Hybrid Battery Temperature Sensor "E" Circuit																					
P0BC3	Hybrid Battery Temperature Sensor "E" Range/Performance																					
P0BC4	Hybrid Battery Temperature Sensor "E" Circuit Low																					
P0BC5	Hybrid Battery Temperature Sensor "E" Circuit High																					
P0BC6	Hybrid Battery Temperature Sensor "E" Circuit Intermittent/Erratic																					
P0BC7	Hybrid Battery Pack Cooling Fan Sense Circuit / Open																					
P0BC8	Hybrid Battery Pack Cooling Fan Sense Circuit Range/Performance																					
P0BC9	Hybrid Battery Pack Cooling Fan Sense Circuit Low																					
P0BCA	Hybrid Battery Pack Cooling Fan Sense Circuit High																					
P0BCB	Hybrid Battery Pack Cooling Fan Sense Circuit Intermittent/Erratic																					
P0BCC	Generator Inverter Temperature Sensor Circuit																					
P0BCD	Generator Inverter Temperature Sensor Circuit Range/Performance																					
P0BCE	Generator Inverter Temperature Sensor Circuit Low																					
P0BCF	Generator Inverter Temperature Sensor Circuit High																					
P0BD0	Generator Inverter Temperature Sensor Circuit Intermittent/Erratic																					
P0BD1	Drive Motor Inverter Temperature Sensor "C" Circuit																					
P0BD2	Drive Motor Inverter Temperature Sensor "C" Circuit Range/Performance																					
P0BD3	Drive Motor Inverter Temperature Sensor "C" Circuit Low																					
P0BD4	Drive Motor Inverter Temperature Sensor "C" Circuit High																					
P0BD5	Drive Motor Inverter Temperature Sensor "C" Circuit Intermittent/Erratic																					
P0BD6	Drive Motor Inverter Temperature Sensor "D" Circuit																					
P0BD7	Drive Motor Inverter Temperature Sensor "D" Circuit Range/Performance																					
P0BD8	Drive Motor Inverter Temperature Sensor "D" Circuit Low																					
P0BD9	Drive Motor Inverter Temperature Sensor "D" Circuit High																					
P0BDA	Drive Motor Inverter Temperature Sensor "D" Circuit Intermittent/Erratic																					
P0BDB	Drive Motor Inverter Temperature Sensor "E" Circuit																					
P0BDC	Drive Motor Inverter Temperature Sensor "E" Circuit Range/Performance																					
P0BDD	Drive Motor Inverter Temperature Sensor "E" Circuit Low																					
P0BDE	Drive Motor Inverter Temperature Sensor "E" Circuit High																					
P0BDF	Drive Motor Inverter Temperature Sensor "E" Circuit Intermittent/Erratic																					
P0BE0	Drive Motor Inverter Temperature Sensor "F" Circuit																					
P0BE1	Drive Motor Inverter Temperature Sensor "F" Circuit Range/Performance																					
P0BE2	Drive Motor Inverter Temperature Sensor "F" Circuit Low																					
P0BE3	Drive Motor Inverter Temperature Sensor "F" Circuit High																					
P0BE4	Drive Motor Inverter Temperature Sensor "F" Circuit Intermittent/Erratic																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0BE5	Drive Motor "A" Phase U Current Sensor Circuit																					
P0BE6	Drive Motor "A" Phase U Current Sensor Circuit Range/Performance																					
P0BE7	Drive Motor "A" Phase U Current Sensor Circuit Low																					
P0BE8	Drive Motor "A" Phase U Current Sensor Circuit High																					
P0BE9	Drive Motor "A" Phase V Current Sensor Circuit																					
P0BEA	Drive Motor "A" Phase V Current Sensor Circuit Range/Performance																					
P0BEB	Drive Motor "A" Phase V Current Sensor Circuit Low																					
P0BEC	Drive Motor "A" Phase V Current Sensor Circuit High																					
P0BED	Drive Motor "A" Phase W Current Sensor Circuit																					
P0BEE	Drive Motor "A" Phase W Current Sensor Circuit Range/Performance																					
P0BEF	Drive Motor "A" Phase W Current Sensor Circuit Low																					
P0BF0	Drive Motor "A" Phase W Current Sensor Circuit High																					
P0BF1	Drive Motor "B" Phase U Current Sensor Circuit																					
P0BF2	Drive Motor "B" Phase U Current Sensor Circuit Range/Performance																					
P0BF3	Drive Motor "B" Phase U Current Sensor Circuit Low																					
P0BF4	Drive Motor "B" Phase U Current Sensor Circuit High																					
P0BF5	Drive Motor "B" Phase V Current Sensor Circuit																					
P0BF6	Drive Motor "B" Phase V Current Sensor Circuit Range/Performance																					
P0BF7	Drive Motor "B" Phase V Current Sensor Circuit Low																					
P0BF8	Drive Motor "B" Phase V Current Sensor Circuit High																					
P0BF9	Drive Motor "B" Phase W Current Sensor Circuit																					
P0BFA	Drive Motor "B" Phase W Current Sensor Circuit Range/Performance																					
P0BFB	Drive Motor "B" Phase W Current Sensor Circuit Low																					
P0BFC	Drive Motor "B" Phase W Current Sensor Circuit High																					
P0BFD	Drive Motor "A" Phase U-V-W Current Sensor Correlation																					
P0BFE	Drive Motor "B" Phase U-V-W Current Sensor Correlation																					
P0BFF	Drive Motor "A" Current																					
P0C00	Drive Motor "A" Current Low																					
P0C01	Drive Motor "A" Current High																					
P0C02	Drive Motor "B" Current																					
P0C03	Drive Motor "B" Current Low																					
P0C04	Drive Motor "B" Current High																					
P0C05	Drive Motor "A" Phase U-V-W Circuit / Open																					
P0C06	Drive Motor "A" Phase U-V-W Circuit Low																					
P0C07	Drive Motor "A" Phase U-V-W Circuit High																					
P0C08	Drive Motor "B" Phase U-V-W Circuit / Open																					
P0C09	Drive Motor "B" Phase U-V-W Circuit Low																					
P0C0A	Drive Motor "B" Phase U-V-W Circuit High																					
P0C0B	Drive Motor "A" Inverter Power Supply Circuit / Open																					
P0C0C	Drive Motor "A" Inverter Power Supply Circuit Low																					
P0C0D	Drive Motor "A" Inverter Power Supply Circuit High																					
P0C0E	Drive Motor "A" Inverter Power Supply Circuit / Open																					
P0C0F	Drive Motor "A" Inverter Power Supply Circuit Low																					
P0C10	Drive Motor "A" Inverter Power Supply Circuit High																					
P0C11	Drive Motor "A" Inverter Phase U Over Temperature																					
P0C12	Drive Motor "A" Inverter Phase V Over Temperature																					
P0C13	Drive Motor "A" Inverter Phase W Over Temperature																					
P0C14	Drive Motor "B" Inverter Phase U Over Temperature																					
P0C15	Drive Motor "B" Inverter Phase V Over Temperature																					
P0C16	Drive Motor "B" Inverter Phase W Over Temperature																					
P0C17	Drive Motor "A" Position Sensor Not Learned																					
P0C18	Drive Motor "B" Position Sensor Not Learned																					
P0C19	Drive Motor "A" Torque Delivered Performance																					
P0C1A	Drive Motor "B" Torque Delivered Performance																					
P0C1B	Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High																					
P0C1C	Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit																					
P0C1D	Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance																					
P0C1E	Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low																					
P0C1F	Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High																					
P0C20	Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open																					
P0C21	Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low																					
P0C22	Auxiliary Transmission Fluid Pump Phase U-V-W Circuit High																					

OBD-II Diagnostic Trouble Code Definitions

* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,
[ ] = assigned but not used

Capital and small usage letters are used for visual impact only!
Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.
Shading indicates change from previous version.

	OBD-II Diagnostic Trouble Code Definitions	North America Spark Ignition PCM Continuous	KOEO	KOER	Standalone TCM Continuous	KOEO	KOER	Diesel PCM Continuous	KOEO	KOER	Mazda	Jaguar	Land Rover	Nissan	Europe Spark Ignition Continuous	KOEO	KOER	Diesel	Australia Spark Ignition Continuous	KOEO	KOER	SAE J1930 Component/ System and I/O Type (A = Analog, D = Digital, F = Frequency, I = Input, O = Output)
P0C23	Auxiliary Transmission Fluid Pump Control Module Circuit / Open																					
P0C24	Auxiliary Transmission Fluid Pump Control Module Circuit Low																					
P0C25	Auxiliary Transmission Fluid Pump Control Module Circuit High																					
P0C26	Auxiliary Transmission Fluid Pump Motor Current																					
P0C27	Auxiliary Transmission Fluid Pump Motor Current Low																					
P0C28	Auxiliary Transmission Fluid Pump Motor Current High																					
P0C29	Auxiliary Transmission Fluid Pump Driver Circuit Performance																					
P0C2A	Auxiliary Transmission Fluid Pump Motor Stalled																					
P0C2B	Auxiliary Transmission Fluid Pump Control Module Feedback Signal																					
P0C2C	Auxiliary Transmission Fluid Pump Control Module Feedback Signal Range/Performance																					
P0C2D	Auxiliary Transmission Fluid Pump Control Module Feedback Signal Low																					
P0C2E	Auxiliary Transmission Fluid Pump Control Module Feedback Signal High																					
P0C2F	Internal Control Module Drive Motor/Generator-Engine Speed Sensor Performance																					
P0C30	Hybrid Battery Pack State of Charge High																					
P0C31	Inverter "B" Cooling System Performance																					
P0C32	Hybrid Battery Cooling System Performance																					
P0C33	Hybrid Battery Temperature Sensor "F" Circuit																					
P0C34	Hybrid Battery Temperature Sensor "F" Range/Performance																					
P0C35	Hybrid Battery Temperature Sensor "F" Circuit Low																					
P0C36	Hybrid Battery Temperature Sensor "F" Circuit High																					
P0C37	Hybrid Battery Temperature Sensor "F" Circuit Intermittent/Erratic																					
P0C38	DC/DC Converter Temperature Sensor "A" Circuit																					
P0C39	DC/DC Converter Temperature Sensor "A" Circuit Range/Performanc																					
P0C3A	DC/DC Converter Temperature Sensor "A" Circuit Low																					
P0C3B	DC/DC Converter Temperature Sensor "A" Circuit High																					
P0C3C	DC/DC Converter Temperature Sensor "A" Circuit Intermittent/Erratic																					
P0C3D	DC/DC Converter Temperature Sensor "B" Circuit																					
P0C3E	DC/DC Converter Temperature Sensor "B" Circuit Range/Performanc																					
P0C3F	DC/DC Converter Temperature Sensor "B" Circuit Low																					
P0C40	DC/DC Converter Temperature Sensor "B" Circuit High																					
P0C41	DC/DC Converter Temperature Sensor "B" Circuit Intermittent/Erratic																					
P0C42	Hybrid Battery Pack Coolant Temperature Sensor Circuit																					
P0C43	Hybrid Battery Pack Coolant Temperature Sensor Circuit Range/Performance																					
P0C44	Hybrid Battery Pack Coolant Temperature Sensor Circuit Low																					
P0C45	Hybrid Battery Pack Coolant Temperature Sensor Circuit High																					
P0C46	Hybrid Battery Pack Coolant Temperature Sensor Circuit Intermittent/Erratic																					
P0C47	Hybrid Battery Pack Coolant Pump Control Circuit / Open																					
P0C48	Hybrid Battery Pack Coolant Pump Control Circuit Low																					
P0C49	Hybrid Battery Pack Coolant Pump Control Circuit High																					
P0C4A	Hybrid Battery Pack Coolant Pump Control Performance																					
P0C4B	Hybrid Battery Pack Coolant Pump Supply Voltage Circuit / Open																					
P0C4C	Hybrid Battery Pack Coolant Pump Supply Voltage Circuit Low																					
P0C4D	Hybrid Battery Pack Coolant Pump Supply Voltage Circuit High																					
P0C4E	Drive Motor "A" Position Exceeded Learning Limit																					
P0C4F	Drive Motor "B" Position Exceeded Learning Limit																					
P0C50	Drive Motor "A" Position Sensor Circuit "A"																					
P0C51	Drive Motor "A" Position Sensor Circuit "A" Range/Performance																					
P0C52	Drive Motor "A" Position Sensor Circuit "A" Low																					
P0C53	Drive Motor "A" Position Sensor Circuit "A" High																					
P0C54	Drive Motor "A" Position Sensor Circuit "A" Intermittent/Erratic																					
P0C55	Drive Motor "A" Position Sensor Circuit B																					
P0C56	Drive Motor "A" Position Sensor Circuit "B" Range/Performance																					
P0C57	Drive Motor "A" Position Sensor Circuit "B" Low																					
P0C58	Drive Motor "A" Position Sensor Circuit "B" High																					
P0C59	Drive Motor "A" Position Sensor Circuit "B" Intermittent/Erratic																					
P0C5A	Drive Motor "B" Position Sensor Circuit "A"																					
P0C5B	Drive Motor "B" Position Sensor Circuit "A" Range/Performance																					
P0C5C	Drive Motor "B" Position Sensor Circuit "A" Low																					
P0C5D	Drive Motor "B" Position Sensor Circuit "A" High																					
P0C5E	Drive Motor "B" Position Sensor Circuit "A" Intermittent/Erratic																					
P0C5F	Drive Motor "B" Position Sensor Circuit B																					
P0C60	Drive Motor "B" Position Sensor Circuit "B" Range/Performance																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P0C61	Drive Motor "B" Position Sensor Circuit "B" Low																					
P0C62	Drive Motor "B" Position Sensor Circuit "B" High																					
P0C63	Drive Motor "B" Position Sensor Circuit "B" Intermittent/Erratic																					
P0C64	Generator Position Sensor Circuit "A"																					
P0C65	Generator Position Sensor Circuit "A" Range/Performance																					
P0C66	Generator Position Sensor Circuit "A" Low																					
P0C67	Generator Position Sensor Circuit "A" High																					
P0C68	Generator Position Sensor Circuit "A" Intermittent/Erratic																					
P0C69	Generator Position Sensor Circuit "B"																					
P0C6A	Generator Position Sensor Circuit "B" Range/Performance																					
P0C6B	Gednerator Position Sensor Circuit "B" Low																					
P0C6C	Generator Position Sensor Circuit "B" High																					
P0C6D	Generator Position Sensor Circuit "B" Intermittent/Erratic																					
P0C6E	Hybrid Battery Temperature Sensor "A"/ "B" Correlation																					
P0C6F	Hybrid Battery Temperature Sensor "B" / "C" Correlation																					
P0C70	Hybrid Battery Temperature Sensor "C" / "D" Correlation																					
P0C71	Hybrid Battery Temperature Sensor "D" / "E" Correlation																					
P0C72	Hybrid Battery Temperature Sensor "E" / "F" Correlation																					
P0C73	Motor Electronics Coolant Pump "A" Control Performance																					
P0C74	Motor Electronics Coolant Pump "B" Control Performance																					
P0C75	Hybrid Battery System Discharge Time Too Short																					
P0C76	Hybrid Battery System Discharge Time Too Long																					
P0C77	Hybrid Battery System Precharge Time Too Short																					
P0C78	Hybrid Battery System Precharge Time Too Long																					
P0C79	Drive Motor "A" Inverter Voltage Too High																					
P0C7A	Drive Motor "B" Inverter Voltage Too High																					
P0C7B	Generator Inverter Voltage Too High																					
P0C7C	Hybrid Battery Temperature Sensor "G" Circuit																					
P0C7D	Hybrid Battery Temperature Sensor "G" Circuit Range/Performance																					
P0C7E	Hybrid Battery Temperature Sensor "G" Circuit Low																					
P0C7F	Hybrid Battery Temperature Sensor "G" Circuit High																					
P0C80	Hybrid Battery Temperature Sensor "G" Circuit Intermittent/Erratic																					
P0C81	Hybrid Battery Temperature Sensor "H" Circuit																					
P0C82	Hybrid Battery Temperature Sensor "H" Circuit Range/Performance																					
P0C83	Hybrid Battery Temperature Sensor "H" Circuit Low																					
P0C84	Hybrid Battery Temperature Sensor "H" Circuit High																					
P0C85	Hybrid Battery Temperature Sensor "H" Circuit Intermittent/Erratic																					
P0C86	Hybrid Battery Temperature Sensor "F" / "G" Correlation																					
P0C87	Hybrid Battery Temperature Sensor "G" / "H" Correlation																					
P0D00	Reserved by SAE																					
P0E00	Reserved by SAE																					
P0F00	Reserved by SAE																					
	Manufacturer Specific DTCs																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1000	OBD Systems Readiness Test Not Complete	G	g	g				D	d	d	M	J	L		E	e	e	D				
P1001	KOER Not Able to Complete, KOER Aborted			g						d	M						e					
P1100	Mass Air Flow Sensor Circuit Intermittent	G									M				E							MAF
P1101	Mass Air Flow Sensor Out Of Self Test Range		g	g							M					e	e	D				MAF
P1102	Mass Air Flow Sensor In Range But Lower Than Expected							D*		d	M*											MAF
P1103	Mass Air Flow Sensor In Range But Higher Than Expected							D*		d	M*											MAF
P1104																						
P1105	Dual Alternator Upper Fault							D														
P1106	Dual Alternator Lower Fault							D														
P1107	Dual Alternator Lower Circuit							D*														
P1108	Dual Alternator Battery Lamp Circuit							D														
P1109	Intake Air Temperature 2 Circuit Intermittent	G																				IAT2
P1110	Intake Air Temperature Circuit (D/C) Open/Short										M											
P1111	System Pass							D	d	d		J										
P1112	Intake Air Temperature Circuit Intermittent	G									M				E							IAT
P1113	Intake Air Temperature Circuit (L/C) Open/Short										M											
P1114	Intake Air Temperature 2 Circuit Low (Super/Turbocharged engines)	G*	g	g																		IAT2
P1115	Intake Air Temperature 2 Circuit High (Super/Turbocharged engines)	G*	g	g																		IAT2
P1116	Engine Coolant Temperature Sensor Out Of Self Test Range		g	g							M					e	e					ECT
P1117	Engine Coolant Temperature Sensor Circuit Intermittent	G									M				E							ECT
P1118	Manifold Air Temperature Circuit Low							D*	d													IAT2
P1119	Manifold Air Temperature Circuit High							D*	d													IAT2
P1120	Throttle Position Sensor "A" Out Of Range Low (Ratch too low)	G*	g	g											E*	g	g					TP-A
P1121	Throttle Position Sensor "A" Inconsistent With MAF/MAP Sensor	G*													E							TP-A
P1122	Pedal Position Sensor "A" Circuit Low	G	g	g								J*										PP-A
P1123	Pedal Position Sensor "A" Circuit High	G	g	g								J*										PP-A
P1124	Throttle Position Sensor "A" Out Of Self Test Range		g	g												e	e					TP-A
P1125	Throttle Position Sensor "A" Intermittent	G									M				E				U			TP-A
P1126	Throttle Position (Narrow Range) Sensor Circuit										M											
P1127	Exhaust Temperature Out of Range, O2 Sensor Tests Not Completed			g													e					HO2Sxx
P1128	Upstream HO2S Sensors Swapped			g							M						e					HO2Sx1
P1129	Downstream HO2S Sensors Swapped			g							M						e					HO2Sx2
P1130	Lack Of HO2S11 Switches - Fuel Trim At Limit	G*									M				E*							HO2S11
P1131	Lack Of HO2S11 Switches - Sensor Indicates Lean	G*		g							M				E*		e					HO2S11
P1132	Lack Of HO2S11 Switches - Sensor Indicates Rich	G*		g							M				E*		e					HO2S11
P1133	Bank 1 Fuel Control Shifted Lean (FAOSC)	[G*]									M											
P1134	Bank 1 Fuel Control Shifted Rich (FAOSC)	[G*]									M											
P1135	Pedal Position Sensor "A" Circuit Intermittent	G	g	g																		PP-A
P1136	Control Box Fan Circuit											J										
P1137	Lack Of HO2S12 Switches - Sensor Indicates Lean			g							M	J					e					HO2S12
P1138	Lack Of HO2S12 Switches - Sensor Indicates Rich			g							M	J					e					HO2S12
P1139	Water in Fuel Indicator Circuit							D	d	d												
P1140	Water in Fuel Condition							D	d	d												
P1141	Fuel Restriction Indicator Circuit							D														
P1142	Fuel Restriction Condition							D														
P1143	Air Assisted Injector Control Valve Range/Performance											J*										
P1144	Air Assisted Injector Control Valve Circuit											J*										
P1145	Calculated Torque Error	G			T										E			D				
P1146	Alternator Load Low											J										
P1147	Manifold Air Temperature / Intake Air Temperature Correlation																					
P1148	Generator 2 Control Circuit							D	d	d												
P1149	Generator 2 Monitor Circuit High							D*	d	d												
P1150	Lack Of HO2S21 Switches - Fuel Trim At Limit	G*									M				E*							HO2S21
P1151	Lack Of HO2S21 Switches - Sensor Indicates Lean	G*		g							M				E*		e					HO2S21
P1152	Lack Of HO2S21 Switches - Sensor Indicates Rich	G*		g							M				E*		e					HO2S21
P1153	Bank 2 Fuel Control Shifted Lean (FAOSC)	[G*]									M											
P1154	Bank 2 Fuel Control Shifted Rich (FAOSC)	[G*]									M											
P1155	Alternative Fuel Control Module Has Activated the MIL	G													E*							
P1156	Fuel Select Switch Circuit	G													E				U			
P1157	Lack Of HO2S22 Switches - Sensor Indicates Lean			g								J					e					HO2S22
P1158	Lack Of HO2S22 Switches - Sensor Indicates Rich			g								J					e					HO2S22
P1159	Fuel Stepper Motor																		U			

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P115A	Low Fuel Level - Forced Limited Power							D										D				
P115B	Low Fuel Level - Forced Engine Shutdown							D										D				
P115C	TCM Unable to Process Driver Input - Forced Engine Shutdown																					
P115D	Mass Air Flow Circuit Offset																					
P115E	Throttle Actuator Control Throttle Body Air Flow Trim at Max Limit	G																	U			
P115F	Electronic Control Module Cooling Fan Circuit												L									
P1160																						
P1161																						
P1162																						
P1163																						
P1164																						
P1165																						
P1166																						
P1167	Invalid Test, Operator Did Not Actuate Throttle																		U			
P1168	Fuel Rail Pressure Sensor In Range But Low	G																				
P1169	Fuel Rail Pressure Sensor In Range But High	G																				
P116A	Fuel Stepper Motor Control 1 Circuit Open																		U			
P116B	Fuel Stepper Motor Control 1 Circuit Short																		U			
P116C	Fuel Stepper Motor Control 2 Circuit Open																		U			
P116D	Fuel Stepper Motor Control 2 Circuit Short																		U			
P116E	Fuel Pressure Relief Valve Activated																	D				
P116F	Fuel Volume Regulator Control Exceeded Control Limits																					FVR
P1170	Engine Shut Off Solenoid							D														
P1171	Rotor Sensor							D														
P1172	Rotor Control							D														
P1173	Rotor Calibration							D														
P1174	Cam Sensor							D														
P1175	Cam Control							D														
P1176	Cam Calibration							D														
P1177	Synchronization							D														
P1178	Boltup Limits							D														
P1179	Long Term Fuel Trim Too Rich - Banks 1 and 2 (AMFR)											J										
P117A	Engine Oil Overtemperature - Forced Limited Power	G																				
P117B	Exhaust Gas Temperature Sensor Correlation (Bank 1)							D														
P117C	Exhaust Gas Temperature Sensor Correlation (Bank 2)																					
P117D	Fuel Volume Regulator Control Exceeded Maximum Control Limit																					FVR
P117E	Fuel Volume Regulator Control Exceeded Minimum Control Limit																					FVR
P117F	Fuel Pressure Regulator Control Exceeded Learning Limits							D														FPR
P1180	Fuel Delivery System - Low	G																D				
P1181	Fuel Delivery System - High	G																D				
P1182	Fuel Shut Off Solenoid Circuit										M								U			
P1183	Engine Oil Temperature Sensor Circuit	G*																				EOT
P1184	Engine Oil Temperature Sensor Out Of Self Test Range		g	g				D		d												EOT
P1185	Fuel Pump Temperature Sensor High							D														
P1186	Fuel Pump Temperature Sensor Low							D														
P1187	Variant Selection							D										D				
P1188	Calibration Memory							D														
P1189	Pump Speed Signal							D			M											
P1190	Calibration Resistor Out Of Range							D			M											
P1191	Key Line Voltage							D														
P1192	V External							D														
P1193	EGR Driver Over Current							D														
P1194	ECM/PCM A/D Converter							D			M											
P1195	SCP HBCC Chip Failed to Initialize							D														
P1196	Key Off Voltage High							D														
P1197	Key Off Voltage Low							D														
P1198	Pump Rotor Control Underfueling							D														
P1199																						
P1200	Injector Range/Performance																	D*				
P1201	Cylinder #1 Injector Circuit Open/Shorted											J						D				INJ-1
P1202	Cylinder #2 Injector Circuit Open/Shorted											J						D				INJ-2
P1203	Cylinder #3 Injector Circuit Open/Shorted											J						D				INJ-3

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1204	Cylinder #4 Injector Circuit Open/Shorted											J						D				INJ-4
P1205	Cylinder #5 Injector Circuit Open/Shorted											J										INJ-5
P1206	Cylinder #6 Injector Circuit Open/Shorted											J										INJ-6
P1207	Cylinder #7 Injector Circuit Open/Shorted											J										INJ-7
P1208	Cylinder #8 Injector Circuit Open/Shorted											J										INJ-8
P1209	Injector Control Pressure Peak Delta Test Fault							D*										D*				
P120A	Secondary Fuel Injector Insufficient Flow (Bank 1)			g																		
P120B	Secondary Fuel Injector Excessive Flow (Bank 1)			g																		
P120C	Secondary Fuel Injector Insufficient Flow (Bank 2)			g																		
P120D	Secondary Fuel Injector Excessive Flow (Bank 2)			g																		
P120E	Fuel Pressure Sensor Circuit "A" - Excessive Variation																					
P120F	Fuel Pressure Regulator Excessive Variation							D														
P1210	Injector Control Pressure Higher Than Desired (engine off)							D*	d									D				
P1211	Injector Control Pressure Higher/Lower Than Desired (engine running)							D*	d	d								D*				
P1212	Injector Control Pressure Lower Than Desired (engine crank or run)							D	d									D				
P1213	Start Injector Circuit										M											
P1214	Pedal Position Sensor "B" Circuit Intermittent	G	g	g																		PP-B
P1215	Pedal Position Sensor "C" Circuit Low	G	g	g																		PP-C
P1216	Pedal Position Sensor "C" Circuit High	G	g	g																		PP-C
P1217	Pedal Position Sensor "C" Circuit Intermittent	G	g	g																		PP-C
P1218	CID High							D	d													
P1219	CID Low							D	d													
P121A	Cylinder Balance – Injector Restricted																					
P121B	Cylinder Balance – Injector Stuck Closed																					
P121C	Cylinder Balance – Injector Leaking																					
P121D																						
P121E																						
P121F																						
P1220	Series Throttle Control System	G	g	g																		
P1221	Traction Control System	[G]	[g]	[g]							M								U			
P1222	Pedal Position Sensor "B" Circuit Low	G	g	g																		PP-B
P1223	Pedal Position Sensor "B" Circuit High	G	g	g																		PP-B
P1224	Throttle Position Sensor "B" Out Of Self Test Range		g	g																		TP-B
P1225	Needle Lift Sensor														E							
P1226	Control Sleeve Sensor Circuit										M				E							
P1227	Wastegate Failed Closed (Over pressure)	G*																				TCWGS
P1228	Wastegate Failed Open (Under pressure)	G*																				TCWGS
P1229	Charge Air Cooler Pump Driver	G	g	g																		CAC
P1230	Fuel Pump Low Speed Malfunction (VLCM)	G	g																			FP-VLCM
P1231	Fuel Pump Secondary Circuit Low, High Speed (VLCM)	G	g																			FP-VLCM
P1232	Fuel Pump Speed Primary Circuit (Two speed fuel pump)	G		g																		FP
P1233	Fuel Pump Driver Module Disabled or Off Line (Fuel Pump Driver Module)	G*	g	g								J										FP-FPDM
P1234	Fuel Pump Driver Module Disabled or Off Line (Fuel Pump Driver Module)	G*	g	g								J										FP-FPDM
P1235	Fuel Pump Control out Of Range (Fuel Pump Driver Module/VLCM)	G*	g	g								J										FP-FPDM/VLCM
P1236	Fuel Pump Control Out Of Range (Fuel Pump Driver Module)	G*		g								J										FP-FPDM/VLCM
P1237	Fuel Pump Secondary Circuit (Fuel Pump Driver Module)	G*	g	g																		FP-FPDM
P1238	Fuel Pump Secondary Circuit (Fuel Pump Driver Module)	G*		g																		FP-FPDM
P1239	Speed Fuel Pump Positive Feed	G																				
P123A	BARO - Turbocharger/Supercharger Boost Sensor "A" Correlation																					
P123B	BARO - Turbocharger/Supercharger Boost Sensor "B" Correlation																					
P123C	Cold Start Turbocharger Protection - Forced Limited Power							D														
P123D																						
P123E																						
P123F																						
P1240	Sensor Power Supply											J*						D				
P1241	Sensor Power Supply Low											J*										
P1242	Sensor Power Supply High											J*										
P1243	Second Fuel Pump Fault or Ground Fault	G*																				
P1244	Alternator Load High Input	G		g											E		e	D				
P1245	Alternator Load Low Input	G		g											E		e	D				
P1246	Alternator Load Input	G		g											E		e	D				
P1247	Turbocharger Boost Pressure Low							D*		d												

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1248	Turbocharger Boost Pressure Not Detected							D*		d	M											
P1249	Wastegate Control Valve Performance							D*														
P1250	Fuel Pressure Regulator Control Solenoid										M							D*				FPR
P1251	Air Mixture Solenoid Circuit										M											
P1252	Pedal Correlation PDS1 and LPDS High							D														
P1253	Pedal Correlation PDS1 and LPDS Low							D														
P1254	Pedal Correlation PDS2 and LPDS High							D														
P1255	Pedal Correlation PDS2 and LPDS Low							D														
P1256	Pedal Correlation PDS1 and HPDS							D														
P1257	Pedal Correlation PDS2 and HPDS							D														
P1258	Pedal Correlation PDS1 and PDS2							D														
P1259	Immobilizer to PCM Signal Error														E			D	U			
P1260	Theft Detected, Vehicle Immobilized	G						D			M	J			E			D	U			
P1261	Cylinder #1 High To Low Side Short	G*	g	g				D	d													
P1262	Cylinder #2 High To Low Side Short	G*	g	g				D	d													
P1263	Cylinder #3 High To Low Side Short	G*	g	g				D	d													
P1264	Cylinder #4 High To Low Side Short	G*	g	g				D	d													
P1265	Cylinder #5 High To Low Side Short	G*	g	g				D	d													
P1266	Cylinder #6 High To Low Side Short	G*	g	g				D	d													
P1267	Cylinder #7 High To Low Side Short	G*	g	g				D	d													
P1268	Cylinder #8 High To Low Side Short	G*	g	g				D	d													
P1269	Immobilizer Code Not Programmed																		U			
P1270	Engine RPM or Vehicle Speed Limiter Reached	G			T*						M				E			D				
P1271	Cylinder #1 High To Low Side Open	G*	g	g				D	d													
P1272	Cylinder #2 High To Low Side Open	G*	g	g				D	d													
P1273	Cylinder #3 High To Low Side Open	G*	g	g				D	d													
P1274	Cylinder #4 High To Low Side Open	G*	g	g				D	d													
P1275	Cylinder #5 High To Low Side Open	G*	g	g				D	d													
P1276	Cylinder #6 High To Low Side Open	G*	g	g				D	d													
P1277	Cylinder #7 High To Low Side Open	G*	g	g				D	d													
P1278	Cylinder #8 High To Low Side Open	G*	g	g				D	d													
P1279	Control Sleeve Sensor Circuit Range/Performance										M											
P127A	Aborted KOER - Fuel Pressure Failure									d												
P127B	Aborted Camshaft Position Timing KOER - Engine Oil Temperature Out of Range			g																		
P127C																						
P127D																						
P127E																						
P127F																						
P1280	Injector Control Pressure Sensor Circuit Low							D*	d	d												ICP
P1281	Injector Control Pressure Sensor Circuit High							D*	d	d												ICP
P1282	Injector Control Pressure Higher Than Desired (engine running)							D*		d												ICP
P1283	Injector Pressure Regulator Control Circuit								d	d								D*				IPR
P1284	Aborted KOER - Injector Control Pressure Failure									d												
P1285	Cylinder Head Over Temperature Condition	G	g	g											E	e	e					CHT
P1286	Fuel Pulsewidth In Range But Lower Than Expected	G																				
P1287	Fuel Pulsewidth In Range But Higher Than Expected	G																				
P1288	Cylinder Head Temperature Sensor Out Of Self Test Range		g	g												e	e	D*				CHT
P1289	Cylinder Head Temperature Sensor Circuit High	G*	g	g											E*	e	e					CHT
P128A	Cylinder Head Temperature Sensor Circuit Intermittent/Erratic	G*																				
P128B																						
P128C																						
P128D																						
P128E																						
P128F																						
P1290	Cylinder Head Temperature Sensor Circuit Low	G*	g	g											E*	e	e					CHT
P1291	Injector High Side Short To GND Or VBATT (Bank 1)							D	d													
P1292	Injector High Side Short To GND Or VBATT (Bank 2)							D	d													
P1293	Injector High Side Open (Bank 1)							D	d													
P1294	Injector High Side Open (Bank 2)							D	d													
P1295	Injector Multiple Faults (Bank 1)							D*	d									D				
P1296	Injector Multiple Faults (Bank 2)							D*	d									D				
P1297	Injector High Side Switches Shorted Together							D	d													

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1298	Injector Driver Module Failure							D	d		M											
P1299	Cylinder Head Over Temperature Protection Active	G*		g											E*		e					CHT
P1300	Boost Calibration Fault							D														
P1301	Boost Calibration High							D														
P1302	Boost Calibration Low							D														
P1303	Exhaust Gas Recirculation Calibration Fault							D														
P1304	Exhaust Gas Recirculation Calibration High							D														
P1305	Exhaust Gas Recirculation Calibration Low							D														
P1306	Kickdown Relay Pull-in Circuit							D														
P1307	Kickdown Relay Hold Circuit							D														
P1308	A/C Clutch Circuit																					
P1309	Misfire Monitor Hardware - CMP Misaligned, CKP/CMP Noise, PCM AICE Chip	G*									M*											
P130A	Knock Sensor 3 Circuit	G*																				
P130B	Knock Sensor 4 Circuit	G*																				
P130C																						
P130D																						
P130E																						
P130F	Cylinder to Crankshaft Reference Synchronization														E							
P1310	Ionization Misfire Detection Module Fault	G*		g																		
P1311	Ionization Misfire Detection Module Communication Fault	G*		g																		
P1312	Injection Pump Timing Actuator Circuit										M											
P1313	Misfire Rate Catalyst Damage Fault (Bank 1)											J*										
P1314	Misfire Rate Catalyst Damage Fault (Bank 2)											J*										
P1315	Persistent Misfire											J										
P1316	Injector Driver Module Codes Detected							D*	d													
P1317	Injector Circuit/Injector Driver Module Codes Not Retrieved							D														
P1318	Injection Timing Piston Position Sensor Circuit										M											
P1319	Injection Timing Piston Position Sensor Circuit Range/Performance										M							D*				
P1320	Distributor Signal Interrupt																					
P1321	Cylinder #9 High To Low Side Short																					
P1322	Cylinder #10 High To Low Side Short																					
P1323	Cylinder #11 High To Low Side Short																					
P1324	Cylinder #12 High To Low Side Short																					
P1325	Cylinder #9 High To Low Side Open																					
P1326	Cylinder #10 High To Low Side Open																					
P1327	Cylinder #11 High To Low Side Open																					
P1328	Cylinder #12 High To Low Side Open																					
P1329	Injector Control Pressure Higher Than Desired (engine running)																					
P132A	Turbocharger/Supercharger Boost Control "A" Electrical							D	d	d												
P132B	Turbocharger/Supercharger Boost Control "A" Performance							D*	d	d												
P132C	Turbocharger/Supercharger Boost Control "A" Voltage							D	d	d												
P132D	Turbocharger/Supercharger Boost Control "B" Electrical																					
P132E	Turbocharger/Supercharger Boost Control "B" Performance																					
P132F	Turbocharger/Supercharger Boost Control "B" Voltage																					
P1330	Injector Control Pressure Lower Than Desired (engine running)																					
P1331	Turbocharger/Supercharger Boost High Side Control Circuit / Open							D														
P1332	Turbocharger/Supercharger Boost High Side Control Circuit Low																					
P1333	Turbocharger/Supercharger Boost High Side Control Circuit High																					
P1334	EGR Throttle Position Sensor Minimum/Maximum Stop Performance							D*		d												
P1335	EGR Position Sensor "A" Minimum/Maximum Stop Performance							D*		d												
P1336	Crankshaft/Camshaft Sensor Range/Performance	G*						D*		d		J*		N								
P1337	Throttle Position Output Circuit							D														
P1338	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module)											J										
P1339	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module)											J										
P1340	Camshaft Position Sensor "B" Circuit	G*										J*										CMP-B
P1341	Camshaft Position Sensor "B" Circuit Range/Performance											J*										CMP-B
P1342	Pedal Demand Sensor "A" Circuit Range/Performance																	D*				
P1343	Pedal Demand Sensor "B" Circuit Range/Performance																	D*				
P1344	Pedal Demand Sensor "C" Circuit Range/Performance																	D*				
P1345	Cylinder Discrimination Signal (from CMP sensor)										M											
P1346	Fuel Level Sensor "B" Circuit																		U			
P1347	Fuel Level Sensor "B" Circuit Range/Performance																		U			

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1348	Fuel Level Sensor "B" Circuit Low																		U			
P1349	Fuel Level Sensor "B" Circuit High																		U			
P1350	Fuel Level Sensor "B" Circuit Intermittent																		U			
P1351	Ignition Diagnostic Monitor Input Circuit	G*													E*							IDM
P1352	Ignition Coil "A" Primary Circuit	G*																				
P1353	Ignition Coil "B" Primary Circuit	G*																				
P1354	Ignition Coil "C" Primary Circuit	G*																				
P1355	Ignition Coil "D" Primary Circuit	G*																				
P1356	Ignition Diagnostic Monitor Indicates Engine Not Turning	G*																				IDM
P1357	Ignition Diagnostic Monitor Pulsewidth Not Defined	G*																				IDM
P1358	Ignition Diagnostic Monitor Signal Out Of Self Test Range (no CPU OK)		g													e			U			IDM
P1359	Spark Output Circuit	G*													E*							SPOUT
P1360	Ignition Coil "A" Secondary Circuit	[G]																				
P1361	Ignition Coil "B" Secondary Circuit	[G]																				
P1362	Ignition Coil "C" Secondary Circuit	[G]																				
P1363	Ignition Coil "D" Secondary Circuit	[G]																				
P1364	Ignition Coil Primary Circuit	G*									M											
P1365	Ignition Coil Secondary Circuit	[G]																				
P1366	Ignition Spare	[G]																				
P1367	Ignition Spare	[G]																				
P1368	Ignition Spare	[G]																				
P1369	Engine Temperature Light Circuit	G													E							
P1370	Insufficient RPM Increase During Spark Test											J							U			
P1371	Cylinder 1 Ignition Coil - Early Activation Fault											J										
P1372	Cylinder 2 Ignition Coil - Early Activation Fault											J										
P1373	Cylinder 3 Ignition Coil - Early Activation Fault											J										
P1374	Cylinder 4 Ignition Coil - Early Activation Fault											J										
P1375	Cylinder 5 Ignition Coil - Early Activation Fault											J										
P1376	Cylinder 6 Ignition Coil - Early Activation Fault											J										
P1377	Injector Overvoltage Shut-down																					
P1378	Fuel Injector Control Module System Voltage Low							D	d	d												
P1379	Fuel Injector Control Module System Voltage High							D	d	d												
P1380	Camshaft Position Actuator Circuit (Bank 1)	G*	g	g											E				U			CPC-1
P1381	Camshaft Position Timing Over Advanced (Bank 1)	G*		g											E		e					CPC-1
P1382	Camshaft Position Timing Solenoid #1 Circuit										M											
P1383	Camshaft Position Timing Over Retarded (Bank 1)	G*		g											E		e					CPC-1
P1384	Variable Valve Timing Solenoid "A" Circuit										M	J*										
P1385	Camshaft Position Actuator Circuit (Bank 2)	G*	g	g																		CPC-2
P1386	Camshaft Position Timing Over Advanced (Bank 2)	G*		g																		CPC-2
P1387	Camshaft Position Timing Solenoid #2 Circuit										M											
P1388	Camshaft Position Timing Over Retarded (Bank 2)	G*		g																		CPC-2
P1389	Glow Plug Circuit High Side, Low Input							D*														
P138A	Glow Plug Control Module Control Circuit Range/Performance																	D				
P138B	Glow Plug Control Module System Voltage																	D				
P138C	Charge Air Cooler Bypass Position Sensor Minimum/Maximum Stop Performance																					
P138D	Turbocharger/Supercharger Boost Control "A" Temperature Too High							D										D				
P138E	Turbocharger Boost Control Position Sensor "A" Minimum/Maximum Stop Performance																	D				
P138F	Turbocharger Boost Control Position Sensor "B" Minimum/Maximum Stop Performance																	D				
P1390	Octane Adjust Service Pin In Use/Circuit Open		g													e						OCTADJ
P1391	Glow Plug Circuit Low (Bank 1)							D*		d								D				
P1392	Glow Plug Circuit High (Bank 1)							D		d								D				
P1393	Glow Plug Circuit Low (Bank 2)							D*		d												
P1394	Glow Plug Circuit High (Bank 2)							D		d												
P1395	Glow Plug Monitor Fault (Bank 1)							D*		d								D				
P1396	Glow Plug Monitor Fault (Bank 2)							D*		d												
P1397	System Voltage Out Of Self Test Range		g	g						d												
P1398	Variable Valve Timing Solenoid "B" Circuit High											J*										
P1399	Glow Plug Circuit High Side, High Input							D*														
P1400	Differential Pressure Feedback EGR Circuit Low	G*	g	g										N	E*	e	e					DPFE
P1401	Differential Pressure Feedback EGR Circuit High	G*	g	g											E*	e	e					DPFE
P1402	Exhaust Gas Recirculation Metering Orifice Restricted	[G*]													E*			D				
P1403	Differential Pressure Feedback Sensor Hoses Reversed	G*																				DPFE

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1404	EGR Temperature Sensor Circuit	G*																				EGRT
P1405	Differential Pressure Feedback Sensor Upstream Hose Off Or Plugged	G*													E*							DPFE
P1406	Differential Pressure Feedback Sensor Downstream Hose Off Or Plugged	G*													E*							DPFE
P1407	Exhaust Gas Recirculation No Flow Detected	[G*]									M											
P1408	Exhaust Gas Recirculation Flow Out Of Self Test Range			g						d							e					
P1409	EGR Vacuum Regulator Solenoid Circuit	G*	g	g							M				E*	e	e					EVR
P140A	Exhaust Gas Recirculation Sensor "C" Circuit Low																					
P140B	Exhaust Gas Recirculation Sensor "C" Circuit High																					
P140C	Exhaust Gas Recirculation Control Circuit "B"																					
P140D	Exhaust Gas Recirculation Control Circuit "B" Range/Performance																					
P140E	EGR Position Sensor "C" Minimum/Maximum Stop Performance																					
P140F	EGR Throttle Stuck																	D				
P1410	Air Cleaner Inlet Control Circuit	G	g	g							M	J										
P1411	Secondary Air Injection Incorrect Downstream Flow Detected	G*		g																		
P1412	Exhaust Gas Recirculation Valve Frozen							D*			M							D				
P1413	Secondary Air Injection Monitor Circuit Low	G*	g	g											E*	e	e					
P1414	Secondary Air Injection Monitor Circuit High	G*	g	g											E*	e	e					
P1415	Air Pump Circuit										M											
P1416	Port Air Circuit										M											
P1417	Port Air Relief Circuit										M											
P1418	Split Air #1 Circuit										M											
P1419	Split Air #2 Circuit										M											
P141A	Exhaust Gas Recirculation Sensor "A" Circuit Intermittent/Erratic																					
P141B	Exhaust Gas Recirculation Sensor "B" Circuit Intermittent/Erratic																					
P141C	Exhaust Gas Recirculation Sensor "C" Circuit Intermittent/Erratic																					
P141D	EGR Position Sensor "B" Minimum/Maximum Stop Performance																					
P141E	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 1)																					
P141F	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 2)																					
P1420	Catalyst Temperature Sensor														E			D*				
P1421	Catalyst Damage														E							
P1422	Exhaust Gas Ignition Temperature Sensor														E*							
P1423	Exhaust Gas Ignition Functional Test														E*							
P1424	Exhaust Gas Ignition Plug Primary														E*							
P1425	Exhaust Gas Ignition Plug Secondary														E*							
P1426	Exhaust Gas Ignition mini-MAF Sensor Out of Range														E							
P1427	Exhaust Gas Ignition mini-MAF Sensor Circuit Shorted														E							
P1428	Exhaust Gas Ignition mini-MAF Sensor Circuit Open														E							
P1429	Electric Air Pump Primary														E*			D				
P142A	Conditions Incorrect for Secondary Air Self Test																					
P142B	Exhaust Gas Recirculation Sensor "D" Circuit																					
P142C	Exhaust Gas Recirculation Sensor "D" Range/Performance																					
P142D	Exhaust Gas Recirculation Sensor "D" Circuit Low																					
P142E	Exhaust Gas Recirculation Sensor "D" Circuit High																					
P142F	Exhaust Gas Recirculation Sensor "D" Circuit Intermittent/Erratic																					
P1430	Electric Air Pump Secondary														E*							
P1431	Misfire Monitor Disabled, unable to learn wheel profile	G*																				
P1432	Thermostat Heater Control Circuit	G*	g	g											E*	e	e					
P1433	A/C Refrigerant Temperature Circuit Low																		U			
P1434	A/C Refrigerant Temperature Circuit High																		U			
P1435	A/C Refrigerant Temperature Circuit Range/Performance																		U			
P1436	A/C Evaporator Air Temperature Circuit Low	G	g	g															U			
P1437	A/C Evaporator Air Temperature Circuit High	G	g	g															U			
P1438	A/C Evaporator Air Temperature Circuit Range/Performance																		U			
P1439	Floor Temp Switch Circuit										M											
P1440	Purge Valve Stuck Open											J										
P1441	ELC System 1											J										
P1442	Evaporative Emission System Control Leak Detected	G																				
P1443	Evaporative Emission System Control Valve (low/no flow)	G*																				
P1444	Evaporative Emission System Purge Flow Sensor Circuit Low	G*																				PFSNS
P1445	Evaporative Emission System Purge Flow Sensor Circuit High	G*																				PFSNS
P1446	Evaporative Vacuum Solenoid Circuit										M											
P1447	ELC System Closure Valve Flow											J										

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1448	ELC System 2											J										
P1449	Evaporative Check Solenoid Circuit										M											
P144A	Evaporative Emission System Purge Vapor Line Restricted/Blocked	G*																				
P144B																						
P144C																						
P144D																						
P144E																						
P144F																						
P1450	Unable to Bleed Up Fuel Tank Vacuum	G*									M											
P1451	Evaporative Emission System Vent Control Circuit	G*	g	g							M											CANVNT
P1452	Unable to Bleed Up Fuel Tank Vacuum	G																				
P1453	Fuel Tank Pressure Relief Valve Malfunction											J										
P1454	Evaporative Emission System Vacuum Test											J										
P1455	Evaporative Emission System Control Leak Detected (gross leak/no flow)	G																				
P1456	Fuel Tank Temperature Sensor Circuit										M											FTT
P1457	Unable To Pull Fuel Tank Vacuum	G																				
P1458	Ignition Timing Control Solenoid										M											
P1459	A/C Recirculation Switch Out of Self Test Range		g	g																		
P145A	A/C Pressure Insufficient - A/C Clutch Disabled																				u	
P145B	A/C Demand Not Activated During Self Test																				u	
P145C	Fan System Component Error A															e	e					
P145D	Fan System Component Error B															e	e					
P145E	PCV Heater Control "B" Circuit	G																				
P145F	Driver Door Switch Out of Self-Test Range																					
P1460	Wide Open Throttle A/C Cutout Circuit	G	g	g							M				E	e	e					ACRR/WAC
P1461	A/C Pressure Sensor Circuit High	G	g	g																		ACPS
P1462	A/C Pressure Sensor Circuit Low	G	g	g																		ACPS
P1463	A/C Pressure Sensor Insufficient Pressure Change	G																	U			
P1464	A/C Demand Out Of Self Test Range		g	g					d	d	M					e	e		U			ACD
P1465	A/C Relay Circuit	G									M				E				U			
P1466	A/C Refrigerant Temperature Sensor Circuit	G																				
P1467	A/C Compressor Temperature Sensor														E							
P1468	SSPOD Open Circuit or Closed Circuit														E*							
P1469	Rapid A/C Cycling	G																				
P1470	A/C Cycling Period Too Short														E*							
P1471	Electrodrive Fan 1 Operational Failure (Driver side)																		U			
P1472	Electrodrive Fan 2 Operational Failure (Passenger side)																		U			
P1473	Fan Circuit Open (VLCM)		g								M											
P1474	Fan Control Primary Circuit	G	g	g							M				E	e	e	D				FC
P1475	Fan Relay (Low) Circuit										M	J										
P1476	Fan Relay (High) Circuit										M	J										
P1477	Additional Fan Relay Circuit	G	g	g							M											
P1478	Cooling Fan Driver														E							
P1479	High Fan Control Primary Circuit	G	g	g							M				E	e	e	D				HFC
P1480	Fan Secondary Low With Low Fan On	[G]	[g]								M											
P1481	Fan Secondary Low With High Fan On		[g]	[g]							M				E							
P1482	SCP	[G]																				
P1483	Fan Circuit Shorted To Ground (VLCM)	G		g																		
P1484	Fan Driver Circuit Open To Power Ground (VLCM)	G		g																		
P1485	EGRV Circuit										M											
P1486	EGRA Circuit										M											
P1487	Exhaust Gas Recirculation Check Solenoid Circuit										M*											
P1488	Exhaust (muffler) Bypass Control Circuit	G	g	g																		
P1489	PCV Heater Control Circuit	G	g	g																		
P1490	Secondary Air Relief Solenoid Circuit										M											
P1491	Secondary Switch Solenoid Circuit										M											
P1492	APLSOL Solenoid Circuit										M											
P1493	RCNT Solenoid Circuit										M											
P1494	SPCUT Solenoid Circuit										M											
P1495	TCSPL Solenoid Circuit										M											
P1496	EGR Stepper Motor 1 Control Circuit Low/High										M*											
P1497	EGR Stepper Motor 2 Control Circuit Low/High										M*											

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1498	EGR Stepper Motor 3 Control Circuit Low/High										M*											
P1499	EGR Stepper Motor 4 Control Circuit Low/High										M*											
P1500	Vehicle Speed Sensor	G									M				E							VSS
P1501	Vehicle Speed Sensor Out Of Self Test Range		g	g					d	d	M						e					VSS
P1502	Vehicle Speed Sensor Intermittent	G^						D^							E							VSS
P1503	Auxiliary Speed Sensor														E							
P1504	Idle Air Control Circuit	G*	g	g							M				E*	e	e					IAC
P1505	Idle Air Control System At Adaptive Clip	G*									M											IAC
P1506	Idle Air Control Overspeed Error	G*									M				E*							IAC
P1507	Idle Air Control Underspeed Error	G*									M				E*							IAC
P1508	Idle Air Control Circuit Open											J										
P1509	Idle Air Control Circuit Shorted											J										
P150A	Cylinder 1 Injector Circuit Range/Performance																					
P150B	Cylinder 2 Injector Circuit Range/Performance																					
P150C	Cylinder 3 Injector Circuit Range/Performance																					
P150D	Cylinder 4 Injector Circuit Range/Performance																					
P150E	Electronic Control Module Cooling Fan Circuit																					
P150F	Electronic Control Module Cooling Fan Performance																					
P1510	Idle Signal Circuit										M											
P1511	Idle Switch (Electric Control Throttle) Circuit										M											
P1512	Intake Manifold Runner Control Stuck Closed (Bank 1)	G									M											IMRC
P1513	Intake Manifold Runner Control Stuck Closed (Bank 2)	G																				IMRC
P1514	High Load Neutral/Drive Fault											J										
P1515	Electric Current Circuit										M											
P1516	Intake Manifold Runner Control Input Error (Bank 1)	G*	g	g														D				IMRC
P1517	Intake Manifold Runner Control Input Error (Bank 2)	G*	g	g																		IMRC
P1518	Intake Manifold Runner Control Stuck Open (Bank 1)	G*	g	g																		IMRC
P1519	Intake Manifold Runner Control Stuck Closed (Bank 1)	G	g	g																		IMRC
P151A	Intake Manifold Runner Controller Performance	G*	g	g																		
P151B	Idle Speed Control - RPM Lower Than Expected																					
P151C	Idle Speed Control - RPM Higher Than Expected																					
P151D																						
P151E																						
P151F																						
P1520	Intake Manifold Runner Control Circuit	G*	g	g														D	U			IMRC
P1521	Variable Resonance Induction System Solenoid #1 Circuit										M											
P1522	Variable Resonance Induction System Solenoid #2 Circuit										M											
P1523	IVC Solenoid Circuit										M											
P1524	Variable Intake Solenoid Circuit										M											
P1525	Air Bypass Valve										M											
P1526	Air Bypass System										M											
P1527	Bypass Air Solenoid (Accelerate Warm-up) Circuit										M											
P1528	Subsidiary Throttle Valve Solenoid Circuit										M											
P1529	SCAIR Solenoid Circuit										M											
P1530	A/C Clutch Circuit Open (VLCM)	G	g	g																		
P1531	Invalid Test - Accelerator Pedal Movement									d												
P1532	Intake Manifold Communication Control Circuit (Bank 2)	G	g																			IMCC
P1533	Air Assisted Injector Circuit	G*																				
P1534	Restraint Deployment Indicator Circuit	G	g	g								J										
P1535	Blower Fan Speed Circuit Range/Performance																		U			
P1536	Parking Brake Switch Circuit									d												
P1537	Intake Manifold Runner Control Stuck Open (Bank 1)	G*	g	g																		IMRC
P1538	Intake Manifold Runner Control Stuck Open (Bank 2)	G*	g	g																		IMRC
P1539	A/C Clutch Circuit Overcurrent/Short (VLCM)	G	g																			
P1540	Air Bypass Valve Circuit										M											
P1541	Intake Manifold Runner Control Circuit Range/Performance																	D*				
P1542	Primary PCM ID Circuit (dual PCM application)	G*	g	g																		
P1543	Engine Coolant Heater "A" Control Circuit																	D				
P1544	Engine Coolant Heater "B" Control Circuit																	D				
P1545	Exhaust Gas Recirculation High Side Control Circuit / Open																					
P1546	Exhaust Gas Recirculation High Side Control Circuit Low																					
P1547	Exhaust Gas Recirculation High Side Control Circuit High																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1548	Engine Air Filter Restriction	G																				
P1549	Intake Manifold Communication Control Circuit (Bank 1)	G	g																			IMCC
P1550	Power Steering Pressure Sensor Out Of Self Test Range	G		g																		PSP [AI]
P1551	Cylinder 1 Injector Circuit Range/Performance							D*	d	d								D				
P1552	Cylinder 2 Injector Circuit Range/Performance							D*	d	d								D				
P1553	Cylinder 3 Injector Circuit Range/Performance							D*	d	d								D				
P1554	Cylinder 4 Injector Circuit Range/Performance							D*	d	d								D				
P1555	Cylinder 5 Injector Circuit Range/Performance							D*	d	d												
P1556	Cylinder 6 Injector Circuit Range/Performance							D*	d	d												
P1557	Cylinder 7 Injector Circuit Range/Performance							D*	d	d												
P1558	Cylinder 8 Injector Circuit Range/Performance							D*	d	d												
P1559																						
P1560																						
P1561	Brake Line Pressure Sensor Circuit	G	g	g																		
P1562	PCM B+ Voltage Low (KAM power)										M*											
P1563	Injection Pump Control Module Requesting Engine Stop																	D*				
P1564	Injection Pump Control Module Requesting Reduced Fueling																	D*				
P1565	Speed Control Command Switch Out Of Range High	G	g	g								J										
P1566	Speed Control Command Switch Out Of Range Low	G		g								J										
P1567	Speed Control Output Circuit	G										J										
P1568	Speed Control Unable to Hold Speed		g									J										
P1569	Intake Manifold Runner Control Circuit Low										M											
P1570	Intake Manifold Runner Control Circuit High										M											
P1571	Brake Switch											J										
P1572	Brake Pedal Switch Circuit	G													E							
P1573	Throttle Position Not Available	G*	g	g	T							J*										
P1574	Throttle Position Sensor Outputs Disagree	G	g	g																		
P1575	Pedal Position Out Of Self Test Range		g	g																		
P1576	Pedal Position Not Available	G*	g	g														D*				
P1577	Pedal Position Sensor Outputs Disagree	G	g	g														D				
P1578	ETC Power Less Than Demand	[G*]																				
P1579	ETC In Power Limiting Mode	[G*]																				
P1580	Electronic Throttle Monitor PCM Override	G*	g	g																		ETM
P1581	Electronic Throttle Monitor Malfunction	G	g	g																		ETM
P1582	Electronic Throttle Monitor Data Available	G	g	g								J										ETM
P1583	Electronic Throttle Monitor Cruise Disablement	G	g	g																		ETM
P1584	Throttle Control Detected ETB Malfunction	G	g	g																		TCU
P1585	Throttle Control Malfunction	G*	g	g																		TCU
P1586	Electronic Throttle to PCM Communication Error	G*	g	g				D														
P1587	Throttle Control Modulated Command Malfunction	G*	g	g																		TCU
P1588	Throttle Control Detected Loss Of Return Spring	G	g	g																		TCU
P1589	Throttle Control Unable To Control To Desired Throttle Angle	G*	g	g																		TCU
P1590	Cruise Control INCREASE DISTANCE Signal																					
P1591	Cruise Control DECREASE DISTANCE Signal																					
P1592	Vehicle Data Recorder Data Available											J										
P1593																						
P1594																						
P1595																						
P1596																						
P1597																						
P1598																						
P1599																						
P1600	Loss Of KAM Power, Circuit Open							D*			M	J*			E							
P1601	ECM/TCM Serial Communication Error										M*	J*										
P1602	Immobilizer/ECM Communication Error										M							D				
P1603	EEPROM Malfunction	G										J*						D				
P1604	Code Word Unregistered										M											
P1605	Keep Alive Memory Test Failure	[G]										J										
P1606	ECM Control Relay Output Circuit											J*										
P1607	MIL Output Circuit											J										
P1608	Watchdog Malfunction											J*						D*				
P1609	Diagnostic Lamp Driver														E			D				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1610	Interactive Reprogramming Code - replace module	[G]						D														
P1611	Interactive Reprogramming Code - diagnose further	[G]						D														
P1612	Interactive Reprogramming Code - repeat test - engine is cranking	[G]																				
P1613	Interactive Reprogramming Code - TBD	[G]																				
P1614	Interactive Reprogramming Code - TBD	[G]																				
P1615	Interactive Reprogramming Code - erase error	[G]						D														
P1616	Interactive Reprogramming Code - erase error, low voltage	[G]						D														
P1617	Interactive Reprogramming Code - block program error	[G]						D														
P1618	Interactive Reprogramming Code - block program error, low voltage	[G]						D														
P1619	Interactive Reprogramming Code - total checksum error	[G]																				
P1620	Interactive Reprogramming Code - overlay checksum error	[G]																				
P1621	Immobilizer Code Words Do Not Match										M											
P1622	Immobilizer ID Does Not Match										M											
P1623	Immobilizer Code Word/ID Number Write Failure										M											
P1624	Anti-theft System										M											
P1625	Fan Driver Circuit Open to Power B+ (VLCM)	G		g																		
P1626	A/C Circuit Open to Power B+ (VLCM)	G	g																			
P1627	Module Supply Voltage Out Of Range				T										E							
P1628	Module Ignition Supply Input														E			D				
P1629	Internal Voltage Regulator														E							
P162A	Sensor Reference Voltage "D" Circuit/Open																					
P162B	Sensor Reference Voltage "D" Circuit Low																					
P162C	Sensor Reference Voltage "D" Circuit High																					
P162D	Internal Control Module Cruise Control Performance							D														
P162E	Internal Control Module PTO Control Performance							D+														
P162F																						
P1630	Internal Vref														E			D*				
P1631	Main Relay (power hold)														E			D				
P1632	Smart Alternator Faults Sensor / Circuit														E			D				
P1633	Keep Alive Power Voltage Too Low	G*	g	g				D*	d	d					E*							
P1634	Data Output Link Circuit							D*										D				
P1635	Tire/Axle Out of Acceptable Range	G*			T			D*	d	d								D				
P1636	Inductive Signature Chip Communication Error	G*						D*														
P1637	CAN Link ECM/ABS Control Module Circuit/Network											J*										
P1638	CAN Link ECM/INSTM Circuit/Network											J*										
P1639	Vehicle ID Block Corrupted, Not Programmed	G*						D*	d	d								D				
P163A	Generator "B" Control Circuit							D	d	d												
P163B	Generator "B" Field Terminal Circuit							D	d	d												
P163C	Generator "B" Field Terminal Circuit Low							D	d	d												
P163D	Generator "B" Field Terminal Circuit High							D	d	d												
P163E	Transmission Control Module Programming Error					T*																
P163F	Transmission ID Block Corrupted, Not Programmed					T*																
P1640	Powertrain DTCs Available In Another Control Module (Ref. PID 0946)	G*													E							
P1641	Fuel Pump Primary Circuit	[G]	[g]	[g]								J			E							
P1642	CAN Link Circuit	G*	g	g								J*										
P1643	CAN Link Engine Control Module/Transmission Control Module Circuit/Network	G*	g	g								J*			E			D				
P1644	Fuel Pump Speed Control Circuit	[G]																				
P1645	Fuel Pump Resistor Switch Circuit										M											
P1646	Linear O2 Sensor Control Chip (Bank 1)	G	g	g								J*										
P1647	Linear O2 Sensor Control Chip (Bank 2)	G	g	g								J*										
P1648	Knock Sensor Input Chip											J*										
P1649	Fuel Injection Pump Module										M											
P164A	O2 Sensor Positive Current Trim Circuit Performance (Bank 1 Sensor 1)	G	g	g																		
P164B	O2 Sensor Positive Current Trim Circuit Performance (Bank 2 Sensor 1)	G	g	g																		
P164C																						
P164D																						
P164E																						
P164F																						
P1650	Power Steering Pressure Switch Out Of Self Test Range		g	g							M					e	e		U			PSP [DI]
P1651	Power Steering Pressure Switch Input	G									M				E				U			PSP [DI]
P1652	Idle Air Control Monitor Disabled By PSPS Failed On										M											
P1653	Power Steering Output Circuit																		U			[DO]

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1654	Recirculation Override Circuit																		U			
P1655	Starter Disable Circuit																		U			[DO]
P1656	CAN Link PCM/PCM Circuit/Network	G*	g	g																		
P1657	CAN Link Chip Malfunction	G*	g	g	T																	
P1658	Injection Pump Control Module System Voltage																	D				
P1659	Injection Pump Control Module Power Circuit																	D				
P165A																						
P165B																						
P165C																						
P165D																						
P165E																						
P165F																						
P1660	Output Circuit Check Circuit High								d													
P1661	Output Circuit Check Circuit Low								d													
P1662	EDU_EN Output Circuit								d													
P1663	Fuel Demand Command Signal Output Circuit								d													
P1664	Injection Pump Control Module Malfunction																	D				
P1665	Injection Pump Control Module Communications																	D				
P1666	Injection Pump Control Module/ECM Crank Reference Synchronization																	D				
P1667	Cylinder ID Circuit								d													
P1668	PCM/IDM Communications Error								d													
P1669	Injection Pump Control Module Monitoring ECM Fault																	D				
P1670	Electronic Feedback Signal Not Detected							D*														
P1671	Secondary Fuel Pump Relay											J										
P1672	CAN Link ECM / Suspension Control Module Circuit/Network											J										
P1673	ABS Lamp Control Circuit																					
P1674	Control Module Software Corrupted	G*+																				
P1675	Injector Data Not Programmed																	D				
P1676	Injector Data Incompatible																	D				
P1677	Alternative Fuel Control Module Communication Circuit														E							
P1678	Low Oil Pressure Lamp Control Circuit																					
P1679	Engine Oil Pressure Output Circuit																					
P167A	Alternative Fuel Control Module Communication Circuit Low														E							
P167B	Fuel Injector Learning Not Done																					
P167C	CAN Link PCM/PCM Circuit/Network																					
P167D	Brake Switch "A" / "B" Signal Performance																					
P167E	Non-OEM Calibration Detected - Torque Above Max Limit																					
P167F	Non-OEM Calibration Detected							D														
P1680	Metering Oil Pump Failure										M											
P1681	Metering Oil Pump Failure										M											
P1682	Metering Oil Pump Failure										M											
P1683	Metering Oil Pump Temperature Sensor Circuit										M											
P1684	Metering Oil Pump Position Sensor Circuit										M											
P1685	Metering Oil Pump Stepping Motor Cont. Circuit										M											
P1686	Metering Oil Pump Stepping Motor Cont. Circuit										M											
P1687	Metering Oil Pump Stepping Motor Cont. Circuit										M											
P1688	Metering Oil Pump Stepping Motor Cont. Circuit										M											
P1689	Oil Pressure Control Solenoid Circuit										M											
P1690	Wastegate Solenoid Circuit							D*	d		M											
P1691	Turbocharger Pressure Control Solenoid Circuit										M											
P1692	Turbocharger Control Solenoid Circuit										M											
P1693	Turbocharger Charge Control Circuit										M											
P1694	Turbocharger Charge Relief Circuit										M											
P1695	CAN Link Injection Pump Control Module/Engine Control Module																	D				
P1696	CAN Link Engine Control Module/Cruise Control Module Circuit/Network											J										
P1697	Cruise Control Distance-Control Input Circuit											J										
P1698	Cold Start Fuel Pump Primary Circuit / Open	G	g	g																		
P1699	CAN Link ECM / Climate Control Module											J										
P169A	Cold Start Fuel Pump Primary Circuit Low																					
P169B	Cold Start Fuel Pump Primary Circuit High																					
P169C	Cold Start Fuel Pump Secondary Circuit / Open																					
P169D	Cold Start Fuel Pump Secondary Circuit Low																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P169E	Cold Start Fuel Pump Secondary Circuit High																					
P169F	Control Module - Unused Fault Code														E							
P1700	Transmission Indeterminate Failure (Failed to Neutral)	G*^			T			D^				J*						D				
P1701	Reverse Engagement Error	G			T			D														
P1702	Transmission Range Sensor Circuit Intermittent	G^	g					D^	d													
P1703	Brake Switch Out Of Self Test Range		g	g					d	d	M					e	e					
P1704	Transmission Range Circuit Not Indicating Park/Neutral During Self Test		g						d													
P1705	Transmission Range Circuit Not Indicating Park/Neutral During Self Test		g	g					d	d	M					e			U			
P1706	High Vehicle Speed Observed in Park							D^			M											
P1707	Transfer Case Neutral or Park/Neutral Indication Circuit	G	g	g	T			[D]														
P1708	Clutch Switch Circuit										M											
P1709	Park Neutral Position Switch Out Of Self Test Range		g						d		M					e						
P170A	Clutch Switch Out Of Self Test Range																					
P170B	Clutch Adaptive Learning Not Done - Incorrect Engine Conditions																					
P170C	Clutch "A" Engagement Time Performance				T*																	
P170D	Clutch "B" Engagement Time Performance				T*																	
P170E	Clutch Delivered Torque Performance				T																	
P170F	Clutch Pressure Release Valve Failed				T																	
P1710	Transmission Control Module Solenoid/Internal Ground Circuit	G	g	g	T*						M	J										
P1711	Transmission Fluid Temperature Sensor Out Of Self Test Range		g	g					d	d												
P1712	Transmission Torque Reduction Request Signal	G													E				U			
P1713	Transmission Fluid Temperature Sensor In Range Failure (< 50 deg F)	G^						D^			M											
P1714	Shift Solenoid "A" Inductive Signature	G*						D*														
P1715	Shift Solenoid "B" Inductive Signature	G*						D*														
P1716	Shift Solenoid "C" Inductive Signature	G*						D*														
P1717	Shift Solenoid "D" Inductive Signature	G*																				
P1718	Transmission Fluid Temperature Sensor In Range Failure (> 250 deg F)	G^						D^														
P1719	Engine Torque Signal				T*						M							D				
P171A	Shift Fork "A" Stuck, Movement on Shift Fork "B"				T*																	
P171B	Shift Fork "A" Stuck, Movement on Shift Fork C				T*																	
P171C	Shift Fork "B" Stuck, Movement on Shift Fork "A"				T*																	
P171D	Shift Fork "B" Stuck, Movement on Shift Fork D				T*																	
P171E	Shift Fork "C" Stuck, Movement on Shift Fork "A"				T*																	
P171F	Shift Fork "C" Stuck, Movement on Shift Fork D				T*																	
P1720	Vehicle Speed (Meter) Circuit										M	J*										
P1721	Gear 1 Incorrect Ratio										M											
P1722	Gear 2 Incorrect Ratio										M											
P1723	Gear 3 Incorrect Ratio										M											
P1724	Gear 4 Incorrect Ratio										M											
P1725	Insufficient Engine Speed Increase During Self Test									d												
P1726	Insufficient Engine Speed Decrease During Self Test									d												
P1727	Coast Clutch Solenoid Inductive Signature	G^						D														
P1728	Transmission Slip	G^						D														
P1729	4x4L Switch	G^						D^														
P172A	Shift Fork "D" Stuck, Movement on Shift Fork "B"				T*																	
P172B	Shift Fork "D" Stuck, Movement on Shift Fork C				T*																	
P172C	Shift Fork "A" /B Direction Control Valve Stuck On				T*																	
P172D	Shift Fork "A" /B Direction Control Valve Stuck Off				T*																	
P172E	Shift Fork C/D Direction Control Valve Stuck On				T*																	
P172F	Shift Fork C/D Direction Control Valve Stuck Off				T*																	
P1730	Gear Control Malfunction 2,3,5											J*										
P1731	1-2 Shift Malfunction	G						D														
P1732	2-3 Shift Malfunction	G						D														
P1733	3-4 Shift Malfunction	G						D														
P1734	4-5 Shift Malfunction																					
P1735	First Gear Switch Circuit Failure										M											
P1736	Second Gear Switch Circuit Failure										M											
P1737	Lockup Solenoid										M											
P1738	Shift Time Error										M											
P1739	Slip Solenoid										M											
P173A	Clutch Actuator Position Sensor Circuit Range/Performance																					
P173B	Clutch Actuator Position Sensor Circuit Low																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P173C	Clutch Actuator Position Sensor Circuit High																					
P173D	Ignition Key Lock Solenoid Circuit / Open																					
P173E	Ignition Key Lock Solenoid Circuit Low																					
P173F	Ignition Key Lock Solenoid Circuit High																					
P1740	Torque Converter Clutch Solenoid Inductive Signature	G*						D*														
P1741	Torque Converter Clutch Solenoid Control Error	G						D			M											
P1742	Torque Converter Clutch Solenoid Circuit Failed On	G*						D														
P1743	Torque Converter Clutch Solenoid Circuit Failed On	G^																				
P1744	Torque Converter Clutch Solenoid Circuit Performance	G*^						D^														
P1745	Line Pressure Solenoid										M											
P1746	Pressure Control Solenoid "A" Open Circuit	G^	g					D^	d		M											
P1747	Pressure Control Solenoid "A" Short Circuit	G*^	g					D*	d		M											
P1748	Pressure Control Solenoid "A"							D^			M											
P1749	Pressure Control Solenoid "A" Failed Low	G																				
P174A	Gear Lever X Position Sensor Circuit Low																					
P174B	Gear Lever X Position Sensor Circuit High																					
P174C	Gear Lever Y Position Sensor Circuit Low																					
P174D	Gear Lever Y Position Sensor Circuit High																					
P174E	Output Shaft Speed / ABS Wheel Speed Correlation	[G]						D														
P174F	Traction Control Enable/Disable Switch Lamp Circuit							D														
P1750	Clutch Adaptive Learning Not Done				T																	
P1751	Shift Solenoid "A" Performance	G^						D														
P1752	Shift Solenoid "A" Circuit Short										M											
P1753																						
P1754	Coast Clutch Solenoid Circuit	G^	g					D^	d													
P1755	CAN ECM/Park Brake Control Module Circuit Malfunction																					
P1756	Shift Solenoid "B" Performance	G^						D^														
P1757	Shift Solenoid "B" Circuit Short										M											
P1758	Pressure Solenoid Control System Incorrect Current											J*										
P1759	2-4 Brake Failsafe Valve Malfunction										M											
P175A																						
P175B																						
P175C																						
P175D																						
P175E																						
P175F																						
P1760	Pressure Control Solenoid "A" Short Circuit Intermittent	G^	g					D^														
P1761	Shift Solenoid "C" Performance	G^																				
P1762	Overdrive Band Failed Off	G*																				
P1763	Low and Reverse Brake Pressure Switch Circuit										M											
P1764	Low and Reverse Brake Failsafe Valve Malfunction										M											
P1765	Timing Solenoid Circuit										M				E							
P1766	Shift Solenoid "D" Performance	G^																				
P1767	Torque Converter Clutch Circuit	G^																				
P1768	Performance/Normal/Winter Mode Input	G	g																U			
P1769	AG4 Transmission Torque Modulation Fault (VW trans)														E							
P176A	Transmission Range Selector Up and Down Position Circuit											J										
P176B	Transmission Range Selector Up and Down Position Control Error											J										
P176C	Transmission Range Selector Lock Control Error				T							J										
P176D	Transmission Range Selector Incorrect Position At Key On											J										
P176E																						
P176F																						
P1770	Clutch Solenoid Circuit	G									M											
P1771	Throttle Position Sensor Circuit High										M											
P1772	Throttle Position Sensor Circuit Low										M											
P1773	CAN Link PCM/Fuel Fired Heater Malfunction							D														
P1774	CAN Link Gear Shift Module / TCM											J*										
P1775	Transmission System MIL Fault											J										
P1776	Ignition Retard Request Duration											J										
P1777	Ignition Retard Request Circuit											J										
P1778	Transmission Reverse I/P Circuit											J										
P1779	Transmission Control Indicator Light Circuit	G	g					D														

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P177A																						
P177B																						
P177C																						
P177D																						
P177E																						
P177F																						
P1780	Transmission Control Switch (O/D Cancel) Circuit Out Of Self Test Range			g						d	M											
P1781	4X4L Circuit Out Of Self Test Range		g						d													
P1782	Performance/Economy Switch Circuit Out Of Self Test Range			g																		
P1783	Transmission Overtemperature Condition	G^						D^			M	J*	L									
P1784	Transmission Mechanical Failure - First And Reverse	G																				
P1785	Transmission Mechanical Failure - First And Second	G																				
P1786	3-2 Downshift Error	G																				
P1787	2-1 Downshift Error	G																				
P1788	Pressure Control Solenoid "B" Open Circuit	G^	g								M											
P1789	Pressure Control Solenoid "B" Short Circuit	G^	g								M											
P178A																						
P178B																						
P178C																						
P178D																						
P178E																						
P178F																						
P1790	TP (Mechanical) Circuit										M											
P1791	TP (Electric) Circuit										M											
P1792	Barometer Pressure Circuit										M				E							
P1793	Ignition Supply Malfunction >16, <7 volts											J*										
P1794	Battery Voltage Circuit										M	J*			E			D				
P1795	Inconsistent CAN Level	G*	g	g								J*										
P1796	CAN Controller Circuit (Bus off)											J*										
P1797	CAN TCM/ECM Circuit Malfunction											J*										
P1798	CAN TCM/INST Circuit Malfunction											J										
P1799	CAN TCM/ABS Circuit Malfunction											J										
P179A	CAN ECM/Turbocharger Boost Control "A" Actuator Circuit Malfunction							D*	d									D				
P179B	CAN ECM/Turbocharger Boost Control "A" Actuator - Invalid Data Received							D*	d													
P179C																						
P179D																						
P179E																						
P179F																						
	4x4																					
P1800	Transmission Clutch Interlock Safety Switch Circuit Failure	G	g	g																		
P1801	Transmission Clutch Interlock Safety Switch Open Circuit	G	g	g																		
P1802	Transmission Clutch Interlock Safety Switch Short Circuit To Battery	G	g	g																		
P1803	Transmission Clutch Interlock Safety Switch Short Circuit To Ground	G	g	g																		
P1804	4-Wheel Drive High Indicator Circuit Failure	G	g	g																		
P1805	4-Wheel Drive High Indicator Open Circuit	G	g	g																		
P1806	4-Wheel Drive High Indicator Short Circuit To Battery	G	g	g																		
P1807	4-Wheel Drive High Indicator Short Circuit To Ground	G	g	g																		
P1808	4-Wheel Drive Low Indicator Circuit Failure	G	g	g																		
P1809	4-Wheel Drive Low Indicator Open Circuit	G	g	g																		
P180A																						
P180B																						
P180C																						
P180D																						
P180E																						
P180F																						
P1810	4-Wheel Drive Low Indicator Short Circuit To Battery	G	g	g																		
P1811	4-Wheel Drive Low Indicator Short Circuit To Ground	G	g	g																		
P1812	4-Wheel Drive Mode Select Circuit Failure	G	g	g																		
P1813	4-Wheel Drive Mode Select Open Circuit	G	g	g																		
P1814	4-Wheel Drive Mode Select Short Circuit To Battery	G	g	g																		
P1815	4-Wheel Drive Mode Select Short Circuit To Ground	G	g	g																		
P1816	Transmission Neutral Safety Switch Circuit Failure	G	g	g																		

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1817	Transmission Neutral Safety Switch Open Circuit	G	g	g																		
P1818	Transmission Neutral Safety Switch Short Circuit To Battery	G	g	g																		
P1819	Transmission Neutral Safety Switch Short Circuit To Ground	G	g	g																		
P181A	Clutch Actuator Changeover Solenoid / Open																					
P181B	Clutch Actuator Changeover Solenoid Low																					
P181C	Clutch Actuator Changeover Solenoid High																					
P181D	Clutch Actuator Changeover Solenoid Range/Performance																					
P181E	Clutch Actuator Range/Performance																					
P181F	Clutch Control System Performance																					
P1820	Transfer Case Clockwise Shift Relay Coil Circuit Failure	G	g	g																		
P1821	Transfer Case Clockwise Shift Relay Coil Open Circuit	G	g	g																		
P1822	Transfer Case Clockwise Shift Relay Coil Short Circuit To Battery	G	g	g																		
P1823	Transfer Case Clockwise Shift Relay Coil Short Circuit To Ground	G	g	g																		
P1824	4-Wheel Drive Clutch Relay Circuit Failure	G	g	g																		
P1825	4-Wheel Drive Clutch Relay Open Circuit	G	g	g																		
P1826	4-Wheel Drive Low Clutch Relay Circuit To Battery	G	g	g																		
P1827	4-Wheel Drive Low Clutch Relay Circuit To Ground	G	g	g																		
P1828	Transfer Case Counter Clockwise Shift Relay Coil Circuit Failure	G	g	g																		
P1829	Transfer Case Counter Clockwise Shift Relay Coil Open Circuit	G	g	g																		
P182A																						
P182B																						
P182C																						
P182D																						
P182E																						
P182F																						
P1830	Transfer Case Counter Clockwise Shift Relay Coil Short Circuit To Battery	G	g	g																		
P1831	Transfer Case Counter Clockwise Shift Relay Coil Short Circuit To Ground	G	g	g																		
P1832	Transfer Case Differential Lock-Up Solenoid Circuit Failure	G	g	g																		
P1833	Transfer Case Differential Lock-Up Solenoid Open Circuit	G	g	g																		
P1834	Transfer Case Differential Lock-Up Solenoid Short Circuit To Battery	G	g	g																		
P1835	Transfer Case Differential Lock-Up Solenoid Short Circuit To Ground	G	g	g																		
P1836	Transfer Case Front Shaft Speed Sensor Circuit Failure	G	g	g																		
P1837	Transfer Case Rear Shaft Speed Sensor Circuit Failure	G	g	g																		
P1838	Transfer Case Shift Motor Circuit Failure	G	g	g																		
P1839	Transfer Case Shift Motor Open Circuit	G	g	g																		
P183A	Range Change Mechanism Failure																					
P183B	4-Wheel Drive Clutch Coil Return Circuit Open																					
P183C																						
P183D																						
P183E																						
P183F																						
P1840	Transfer Case Shift Motor Short Circuit To Battery	G	g	g																		
P1841	Transfer Case Shift Motor Short Circuit To Ground	G	g	g																		
P1842	Transfer Case Differential Lock-Up Feedback Switch Circuit Failure	G	g	g																		
P1843	Transfer Case Differential Lock-Up Feedback Switch Open Circuit	G	g	g																		
P1844	Transfer Case Differential Lock-Up Feedback Switch Short Circuit To Battery	G	g	g																		
P1845	Transfer Case Differential Lock-Up Feedback Switch Short Circuit To Ground	G	g	g																		
P1846	Transfer Case Contact Plate 'A' Circuit Failure	G	g	g																		
P1847	Transfer Case Contact Plate 'A' Open Circuit	G	g	g																		
P1848	Transfer Case Contact Plate 'A' Short Circuit To Battery	G	g	g																		
P1849	Transfer Case Contact Plate 'A' Short Circuit To Ground	G	g	g																		
P184A																						
P184B																						
P184C																						
P184D																						
P184E																						
P184F																						
P1850	Transfer Case Contact Plate 'B' Circuit Failure	G	g	g																		
P1851	Transfer Case Contact Plate 'B' Open Circuit	G	g	g																		
P1852	Transfer Case Contact Plate 'B' Short Circuit To Battery	G	g	g																		
P1853	Transfer Case Contact Plate 'B' Short Circuit To Ground	G	g	g																		
P1854	Transfer Case Contact Plate 'C' Circuit Failure	G	g	g																		

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1855	Transfer Case Contact Plate 'C' Open Circuit	G	g	g																		
P1856	Transfer Case Contact Plate 'C' Short Circuit To Battery	G	g	g																		
P1857	Transfer Case Contact Plate 'C' Short Circuit To Ground	G	g	g																		
P1858	Transfer Case Contact Plate 'D' Circuit Failure	G	g	g																		
P1859	Transfer Case Contact Plate 'D' Open Circuit	G	g	g																		
P185A																						
P185B																						
P185C																						
P185D																						
P185E																						
P185F																						
P1860	Transfer Case Contact Plate 'D' Short Circuit To Battery	G	g	g																		
P1861	Transfer Case Contact Plate 'D' Short Circuit To Ground	G	g	g																		
P1862	Transfer Case Contact Plate Power Circuit Failure	G	g	g																		
P1863	Transfer Case Contact Plate Power Open Circuit	G	g	g																		
P1864	Transfer Case Contact Plate Power Short To Battery	G	g	g																		
P1865	Transfer Case Contact Plate Power Short To Ground	G	g	g																		
P1866	Transfer Case System Concern - Servicing Required	G	g	g																		
P1867	Transfer Case Contact Plate General Circuit Failure	G	g	g																		
P1868	4-Wheel Drive Indicator (Lamp) Circuit Failure	G	g	g																		
P1869	4-Wheel Drive Indicator (Lamp) Circuit Short To Battery	G	g	g																		
P186A	Differential Lock-up Actuator Brake Control Circuit / Open																					
P186B	Differential Lock-up Actuator Brake Control Circuit Low																					
P186C	Differential Lock-up Actuator Brake Control Circuit High																					
P186D	Clutch Actuator Stuck				T*																	
P186E																						
P186F																						
P1870	Mechanical Transfer Case 4x4 Switch Circuit Failure	G	g	g																		
P1871	Mechanical Transfer Case 4x4 Switch Circuit Short To Battery	G	g	g																		
P1872	Mechanical 4-Wheel Drive Axle Lock Lamp Circuit Failure	G	g	g																		
P1873	Mechanical 4-Wheel Drive Axle Lock Lamp Circuit Short To Battery	G	g	g																		
P1874	Transfer Case Hall Effect Sensor Power Circuit Failure	G	g	g																		
P1875	Transfer Case Hall Effect Sensor Power Circuit Short To Battery	G	g	g																		
P1876	Transfer Case 2-Wheel Drive Solenoid Circuit Failure	G	g	g																		
P1877	Transfer Case 2-Wheel Drive Solenoid Circuit Short To Battery	G	g	g																		
P1878	Transfer Case Disengaged Solenoid Circuit Failure	G	g	g																		
P1879	Transfer Case Disengaged Solenoid Open Circuit	G	g	g																		
P187A																						
P187B																						
P187C																						
P187D																						
P187E																						
P187F																						
P1880	Transfer Case Disengaged Solenoid Short to Battery	G	g	g																		
P1881	Engine Coolant Level Switch Circuit	G	g	g																		
P1882	Engine Coolant Level Switch Circuit Short To Ground	G										J										
P1883	Engine Coolant Level Switch Circuit	G																				
P1884	Engine Coolant Level Lamp Circuit Short To Ground	G																				
P1885	Transfer Case Disengaged Solenoid Short to Ground	G	g	g																		
P1886	4X4 Initialization Failure	G	g	g																		
P1887	4-Wheel Drive Control Solenoid Circuit Failure										M											
P1888	Differential Oil Temperature Sensor Circuit Failure										M											
P1889	Oil Pressure Pump Performance	G	g																			
P188A	Differential Oil Temperature Too High/Too Low																					
P188B	All Wheel Drive Clutch Control Circuit																					
P188C	All Wheel Drive Relay Module Communication Circuit																					
P188D	All Wheel Drive Relay Module Feedback Circuit																					
P188E																						
P188F	Transfer Case Contact Plate Ground Return Short to Battery																					
P1890	4-Wheel Drive Mode Select Return Input Circuit Failure	G	g	g																		
P1891	Transfer Case Contact Plate Ground Return Open Circuit	G	g	g																		
P1892	Axle Disconnect Engagement Solenoid Circuit High																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P1893	Axle Disconnect Engagement Solenoid Circuit Low																					
P1894	Axle Disconnect Disengagement Solenoid Circuit High																					
P1895	Axle Disconnect Disengagement Solenoid Circuit Low																					
P1896	Axle Disconnect Engagement Position Sensor Circuit High																					
P1897	Axle Disconnect Engagement Position Sensor Circuit Low																					
P1898	Axle Disconnect Indicator Circuit High																					
P1899	Axle Disconnect Indicator Circuit Low																					
P189A	Axle Disconnect Input Switch Circuit Low																					
P189B	Axle Disconnect Input Switch Circuit High																					
P189C																						
P189D																						
P189E																						
P189F																						
C1160	Center Axle Disconnect (CAD) System General Failure	G	g	g																		
C1728	Transfer Case Unable To Transition Between 2H and 4H	G	g	g																		
C1729	Transfer Case Unable To Transition Between 4H and 4L	G	g	g																		
C1970	4X4 Low Mode Switch LED Short To Battery	G	g	g																		
C1971	4X4 Low Mode Switch LED Circuit Failure	G	g	g																		
C1979	IWE Solenoid Circuit Failure	G	g	g																		
C1980	IWE Solenoid Short To Battery	G	g	g																		
	Transmission																					
P1900	Output Shaft Speed Sensor Circuit Intermittent	G																				
P1901	Turbine Shaft Speed Sensor Circuit Intermittent	G																				
P1902	Kickdown Solenoid Relay Control Circuit							D	d	d												
P1903	Kickdown Solenoid Circuit Low Voltage							D	d	d												
P1904	Kickdown Solenoid Circuit High Voltage							D	d	d												
P1905	Control Module Configured for End-of-Line Test Mode				T										E							
P1906	Kickdown Pull Relay Open Or Short Circuit To Ground (A4LD)														E							
P1907	Kickdown Hold Relay Open Or Short Circuit To Ground (A4LD)														E							
P1908	Transmission Pressure Control Solenoid Open Or Short (A4LD)														E							
P1909	Transmission Fluid Temperature Sensor Circuit Open Or Short (A4LD)														E							
P1910	Reverse Lamp Control Circuit / Open				T			D	d													
P1911	Reverse Lamp Control Circuit Low				T																	
P1912	Reverse Lamp Control Circuit High				T																	
P1913	Sensor Ground Reference "A" Circuit/Open																					
P1914	Sensor Ground Reference "A" Circuit Low																					
P1915	Sensor Ground Reference "A" Circuit High																					
P1916	Sensor Ground Reference "B" Circuit/Open																					
P1917	Sensor Ground Reference "B" Circuit Low																					
P1918	Sensor Ground Reference "B" Circuit High																					
P1919	Engine Coolant Temperature Signal				T																	
P1920	Engine Speed Signal				T																	
P1921	Transmission Range Signal				T																	
P1922	Fuel Additive Level Circuit														E							
P1923	Fuel Additive Level Circuit Range/Performance														E							
P1924	Fuel Additive Level Circuit Low																					
P1925	Fuel Additive Level Circuit High																					
P1926	Fuel Additive Level Circuit Intermittent/Erratic																					
P1927	Fuel Additive Level Too Low/Empty														E*							
P1928	Fuel Additive Pump Control Circuit / Open														E							
P1929	Fuel Additive Pump Control Circuit Performance																					
P1930	Fuel Additive Pump Control Circuit Low														E							
P1931	Fuel Additive Pump Control Circuit High														E							
P1932	Fuel Additive Level Low														E							
P1933	Fuel Level Signal																					
P1934	Vehicle Speed Signal				T													D				
P1935	Brake Switch/Sensor Signal	G	g	g														D				
P1936	Clutch Switch/Sensor Signal																					
P1937	Fuel Fired Heater Control Circuit / Open																					
P1938	Fuel Fired Heater Control Circuit Low																					
P1939	Fuel Fired Heater Control Circuit High																					
P193A	Invalid Scan Tool Communication/Request																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P193B	Throttle/Pedal Signal				T*																	
P193C																						
P193D																						
P193E																						
P193F																						
P1940																						
P1941																						
P1942																						
P1943																						
P1944																						
P1945																						
	Hybrid Propulsion																					
P1A00																						
P1A01	Generator Brake Performance																					
P1A02	Transmission One Way Clutch Performance				T																	
P1A03	Drive Motor "A" Shutdown Circuit				T																	
P1A04	Generator Shutdown Circuit				T																	
P1A05	Desired Engine Speed Signal				T																	
P1A06	Vehicle Mode Signal				T																	
P1A07	Inverter High Voltage Performance				T																	
P1A08	Generator Mode Signal				T																	
P1A09	Hybrid Battery Power Off Signal																					
P1A0A	Immediate Shutdown Signal "A"	G			T																	
P1A0B	Hybrid Battery Power Limit Exceeded																					
P1A0C	Hybrid Powertrain Control Module - Engine Disabled	G																				
P1A0D	Hybrid Powertrain Control Module - Generator Disabled	G																				
P1A0E	Hybrid Powertrain Control Module - Motor Disabled	G																				
P1A0F	Hybrid Powertrain Control Module - Vehicle Disabled	G																				
P1A10	Hybrid Powertrain Control Module - Battery Disabled	G																				
P1A11	Hybrid Powertrain Control Module - One Way Clutch Disabled	G																				
P1A12	Hybrid Powertrain Control Module - Generator Brake Disabled	G																				
P1A13	Hybrid Powertrain Control Module - Regenerative Braking Disabled	G																				
P1A14	Hybrid Powertrain Control Module - Transmission Disabled	G																				
P1A15	Immediate Shutdown Signal "B"	G																				
P1A16	Variable Voltage Controller Voltage Control Circuit	G																				
P1A17	Variable Voltage Controller Processor	G																				
P1A18	Variable Voltage Controller Inductor Temperature Sensor Circuit	G																				
P1A19	Variable Voltage Controller Driver Temperature Sensor Circuit	G																				
P1A1A	Variable Voltage Controller Over Temperature	G																				
P1A1B																						
P1A1C																						
P1A1D																						
P1A1E																						
P1A1F																						
P1A20																						
	Fuel and Air Metering and Auxiliary Emission Controls																					
P2000	NOx Adsorber Efficiency Below Threshold (Bank 1)														E							
P2001	NOx Adsorber Efficiency Below Threshold (Bank 2)																					
P2002	Diesel Particulate Filter Efficiency Below Threshold (Bank 1)							D*														
P2003	Diesel Particulate Filter Efficiency Below Threshold (Bank 2)																					
P2004	Intake Manifold Runner Control Stuck Open (Bank 1)	G*									M*											
P2005	Intake Manifold Runner Control Stuck Open (Bank 2)	G*																				
P2006	Intake Manifold Runner Control Stuck Closed (Bank 1)	G									M*											
P2007	Intake Manifold Runner Control Stuck Closed (Bank 2)	G																				
P2008	Intake Manifold Runner Control Circuit / Open (Bank 1)	G*	g	g							M*				E							
P2009	Intake Manifold Runner Control Circuit Low (Bank 1)										M*				E							
P200A	Intake Manifold Runner Performance (Bank 1)																					
P200B	Intake Manifold Runner Performance (Bank 2)																					
P200C	Diesel Particulate Filter Over Temperature (Bank 1)																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P200D	Diesel Particulate Filter Over Temperature (Bank 2)																					
P200E	Catalyst System Over Temperature (Bank 1)																					
P200F	Catalyst System Over Temperature (Bank 2)																					
P2010	Intake Manifold Runner Control Circuit High (Bank 1)										M*				E							
P2011	Intake Manifold Runner Control Circuit / Open (Bank 2)																					
P2012	Intake Manifold Runner Control Circuit Low (Bank 2)																					
P2013	Intake Manifold Runner Control Circuit High (Bank 2)																					
P2014	Intake Manifold Runner Position Sensor/Switch Circuit (Bank 1)	G*	g	g																		
P2015	Intake Manifold Runner Position Sensor/Switch Circuit Range/Perf. (Bank 1)	G*																				
P2016	Intake Manifold Runner Position Sensor/Switch Circuit Low (Bank 1)										M*											
P2017	Intake Manifold Runner Position Sensor/Switch Circuit High (Bank 1)										M*											
P2018	Intake Manifold Runner Position Sensor/Switch Circuit Intermittent (Bank 1)																					
P2019	Intake Manifold Runner Position Sensor/Switch Circuit (Bank 2)	G*	g	g																		
P201A	Reductant Injection Valve Circuit Range/Performance (Bank 2 Unit 1)																					
P201B																						
P201C																						
P201D																						
P201E																						
P201F																						
P2020	Intake Manifold Runner Position Sensor/Switch Circuit Range/Perf. (Bank 2)	G*																				
P2021	Intake Manifold Runner Position Sensor/Switch Circuit Low (Bank 2)																					
P2022	Intake Manifold Runner Position Sensor/Switch Circuit High (Bank 2)																					
P2023	Intake Manifold Runner Position Sensor/Switch Circuit Intermittent (Bank 2)																					
P2024	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit																					
P2025	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit Performance																					
P2026	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit Low Voltage																					
P2027	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit High Voltage																					
P2028	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit Intermittent																					
P2029	Fuel Fired Heater Disabled							D	d	d												
P202A	Reductant Tank Heater Control Circuit / Open																					
P202B	Reductant Tank Heater Control Circuit Low																					
P202C	Reductant Tank Heater Control Circuit High																					
P202D	Reductant Leakage																					
P202E	Reductant Injection Valve Circuit Range/Performance (Bank 1 Unit 1)																					
P202F	Reductant/Regeneration Supply Control Circuit Range/Performance																					
P2030	Fuel Fired Heater Performance							D	d	d												
P2031	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 2)							D*														
P2032	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 2)							D*														
P2033	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 2)							D*														
P2034	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 2)																					
P2035	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 2)																					
P2036	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 2)																					
P2037	Reductant Injection Air Pressure Sensor "A" Circuit																	D				
P2038	Reductant Injection Air Pressure Sensor "A" Circuit Range/Performance																					
P2039	Reductant Injection Air Pressure Sensor "A" Circuit Low																					
P203A	Reductant Level Sensor Circuit																					
P203B	Reductant Level Sensor Circuit Range/Performance																					
P203C	Reductant Level Sensor Circuit Low																					
P203D	Reductant Level Sensor Circuit High																					
P203E	Reductant Level Sensor Circuit Intermittent/Erratic																					
P203F	Reductant Level Too Low																					
P2040	Reductant Injection Air Pressure Sensor "A" Circuit High																					
P2041	Reductant Injection Air Pressure Sensor "A" Circuit Intermittent																					
P2042	Reductant Temperature Sensor Circuit																					
P2043	Reductant Temperature Sensor Circuit Range/Performance																					
P2044	Reductant Temperature Sensor Circuit Low																					
P2045	Reductant Temperature Sensor Circuit High																					
P2046	Reductant Temperature Sensor Circuit Intermittent																					
P2047	Reductant Injection Valve Circuit / Open (Bank 1 Unit 1)																	D				
P2048	Reductant Injection Valve Circuit Low (Bank 1 Unit 1)																					
P2049	Reductant Injection ValveCircuit High (Bank 1 Unit 1)																					
P204A	Reductant Pressure Sensor Circuit																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P204B	Reductant Pressure Sensor Circuit Range/Performance																					
P204C	Reductant Pressure Sensor Circuit Low																					
P204D	Reductant Pressure Sensor Circuit High																					
P204E	Reductant Pressure Sensor Circuit Intermittent/Erratic																					
P204F	Reductant System Performance (Bank 1)																					
P2050	Reductant Injection Valve Circuit / Open (Bank 2 Unit 1)																					
P2051	Reductant Injection Valve Circuit Low (Bank 2 Unit 1)																					
P2052	Reductant Injection Valve Circuit High (Bank 2 Unit 1)																					
P2053	Reductant Injection Valve Circuit / Open (Bank 1 Unit 2)																	D				
P2054	Reductant Injection Valve Circuit Low (Bank 1 Unit 2)																					
P2055	Reductant Injection Valve Circuit High (Bank 1 Unit 2)																					
P2056	Reductant Injection Valve Circuit / Open (Bank 2 Unit 2)																					
P2057	Reductant Injection Valve Circuit Low (Bank 2 Unit 2)																					
P2058	Reductant Injection Valve Circuit High (Bank 2 Unit 2)																					
P2059	Reductant Injection Air Pump Control Circuit / Open																					
P205A	Reductant Tank Temperature Sensor Circuit																					
P205B	Reductant Tank Temperature Sensor Circuit Range/Performance																					
P205C	Reductant Tank Temperature Sensor Circuit Low																					
P205D	Reductant Tank Temperature Sensor Circuit High																					
P205E	Reductant Tank Temperature Sensor Circuit Intermittent/Erratic																					
P205F	Reductant System Performance (Bank 2)																					
P2060	Reductant Injection Air Pump Control Circuit Low																					
P2061	Reductant Injection Air Pump Control Circuit High																					
P2062	Reductant/Regeneration Supply Control Circuit / Open																					
P2063	Reductant/Regeneration Supply Control Circuit Low																					
P2064	Reductant/Regeneration Supply Control Circuit High																					
P2065	Fuel Level Sensor "B" Circuit	G*	g	g																		
P2066	Fuel Level Sensor "B" Circuit Range/Performance	G*	g	g																		
P2067	Fuel Level Sensor "B" Circuit Low	G*	g	g				D	d	d												
P2068	Fuel Level Sensor "B" Circuit High	G*	g	g				D	d	d												
P2069	Fuel Level Sensor "B" Circuit Intermittent																					
P206A	Reductant Quality Sensor																					
P206B	Reductant Quality Sensor Range/Performance																					
P206C	Reductant Quality Sensor Low																					
P206D	Reductant Quality Sensor High																					
P206E	Intake Manifold Tuning Valve Stuck Open (Bank 2)																					
P206F	Intake Manifold Tuning Valve Stuck Closed (Bank 2)																					
P2070	Intake Manifold Tuning Valve Stuck Open (Bank 1)	G		g																		IMTV
P2071	Intake Manifold Tuning Valve Stuck Closed (Bank 1)	G		g																		IMTV
P2072	Throttle Actuator Control System - Ice Blockage	G																				IMTV
P2073	Manifold Absolute Pressure/Mass Air Flow - Throttle Position Correlation at Idle																					
P2074	Manifold Absolute Pressure/Mass Air Flow - Throttle Position Correlation at Higher Load																					
P2075	Intake Manifold Tuning Valve Position Sensor/Switch Circuit (Bank 1)																					
P2076	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Range/Performance (Bank 1)																					
P2077	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Low (Bank 1)	G	g	g																		
P2078	Intake Manifold Tuning Valve Position Sensor/Switch Circuit High (Bank 1)	G	g	g																		
P2079	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Intermittent (Bank 1)																					
P207A	Intake Manifold Tuning Valve Position Sensor/Switch Circuit (Bank 2)																					
P207B	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Range/Performance (Bank 2)																					
P207C	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Low (Bank 2)																					
P207D	Intake Manifold Tuning Valve Position Sensor/Switch Circuit High (Bank 2)																					
P207E	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Intermittent (Bank 2)																					
P207F	Reductant Quality Performance																					
P2080	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 1)							D*														
P2081	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 1 Sensor 1)							D														
P2082	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 1)							D*														
P2083	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 2 Sensor 1)							D*														
P2084	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 2)							D*														
P2085	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 1 Sensor 2)							D														
P2086	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 2)																					
P2087	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 2 Sensor 2)																					
P2088	"A" Camshaft Position Actuator Control Circuit Low (Bank 1)										M*											

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2089	"A" Camshaft Position Actuator Control Circuit High (Bank 1)										M*											
P208A	Reductant Pump Control Circuit / Open																					
P208B	Reductant Pump Control Range/Performance																					
P208C	Reductant Pump Control Circuit Low																					
P208D	Reductant Pump Control Circuit High																					
P208E	Reductant Injection Valve Stuck Closed (Bank 1 Unit 1)																					
P208F	Reductant Injection Valve Stuck Closed (Bank 2 Unit 1)																					
P2090	"B" Camshaft Position Actuator Control Circuit Low (Bank 1)										M*											
P2091	"B" Camshaft Position Actuator Control Circuit High (Bank 1)										M*											
P2092	"A" Camshaft Position Actuator Control Circuit Low (Bank 2)										M*											
P2093	"A" Camshaft Position Actuator Control Circuit High (Bank 2)										M*											
P2094	"B" Camshaft Position Actuator Control Circuit Low (Bank 2)										M*											
P2095	"B" Camshaft Position Actuator Control Circuit High (Bank 2)										M*											
P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	G*									M*											
P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	G*									M*											
P2098	Post Catalyst Fuel Trim System Too Lean (Bank 2)	G*									M*											
P2099	Post Catalyst Fuel Trim System Too Rich (Bank 2)	G*									M*											
P209A	Reductant Injection Air Pressure Sensor "B" Circuit																					
P209B	Reductant Injection Air Pressure Sensor "B" Circuit Range/Performance																					
P209C	Reductant Injection Air Pressure Sensor "B" Circuit Low																					
P209D	Reductant Injection Air Pressure Sensor "B" Circuit High																					
P209E	Reductant Injection Air Pressure Sensor "A" / "B" Correlation																					
P209F	Reductant Tank Heater Control Performance																					
P20A0	Reductant Purge Control Valve Circuit / Open																					
P20A1	Reductant Purge Control Valve Performance																					
P20A2	Reductant Purge Control Valve Circuit Low																					
P20A3	Reductant Purge Control Valve Circuit High																					
P20A4	Reductant Purge Control Valve Stuck Open																					
P20A5	Reductant Purge Control Valve Stuck Closed																					
P20A6	Reductant Injection Air Pressure Control Valve Circuit / Open																					
P20A7	Reductant Injection Air Pressure Control Valve Performance																					
P20A8	Reductant Injection Air Pressure Control Valve Circuit Low																					
P20A9	Reductant Injection Air Pressure Control Valve Circuit High																					
P20AA	Reductant Injection Air Pressure Control Valve Stuck Open																					
P20AB	Reductant Injection Air Pressure Control Valve Stuck Closed																					
P20AC	Reductant Metering Unit Temperature Sensor Circuit																					
P20AD	Reductant Metering Unit Temperature Sensor Circuit Range/Performance																					
P20AE	Reductant Metering Unit Temperature Sensor Circuit Low																					
P20AF	Reductant Metering Unit Temperature Sensor Circuit High																					
P20B0	Reductant Metering Unit Temperature Sensor Circuit Intermittent/Erratic																					
P20B1	Reductant Heater Coolant Control Valve Circuit / Open																					
P20B2	Reductant Heater Coolant Control Valve Performance																					
P20B3	Reductant Heater Coolant Control Valve Circuit Low																					
P20B4	Reductant Heater Coolant Control Valve Circuit High																					
P20B5	Reductant Metering Unit Heater Control Circuit / Open																					
P20B6	Reductant Metering Unit Heater Control Performance																					
P20B7	Reductant Metering Unit Heater Control Circuit Low																					
P20B8	Reductant Metering Unit Heater Control Circuit High																					
P20B9	Reductant Heater "A" Control Circuit / Open																					
P20BA	Reductant Heater "A" Control Performance																					
P20BB	Reductant Heater "A" Control Circuit Low																					
P20BC	Reductant Heater "A" Control Circuit High																					
P20BD	Reductant Heater "B" Control Circuit / Open																					
P20BE	Reductant Heater "B" Control Performance																					
P20BF	Reductant Heater "B" Control Circuit Low																					
P20C0	Reductant Heater "B" Control Circuit High																					
P20C1	Reductant Heater "C" Control Circuit / Open																					
P20C2	Reductant Heater "C" Control Performance																					
P20C3	Reductant Heater "C" Control Circuit Low																					
P20C4	Reductant Heater "C" Control Circuit High																					
P20C5	Reductant Heater "D" Control Circuit / Open																					
P20C6	Reductant Heater "D" Control Performance																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P20C7	Reductant Heater "D" Control Circuit Low																					
P20C8	Reductant Heater "D" Control Circuit High																					
P20C9	Reductant Control Module Requested MIL Illumination																					
P20CA	Reductant Injection Air Pressure Leakage																					
P20CB	Exhaust Aftertreatment Fuel Injector "A" Control Circuit / Open																					
P20CC	Exhaust Aftertreatment Fuel Injector "A" Control Performance																					
P20CD	Exhaust Aftertreatment Fuel Injector "A" Control Circuit Low																	D*				
P20CE	Exhaust Aftertreatment Fuel Injector "A" Control Circuit High																	D*				
P20CF	Exhaust Aftertreatment Fuel Injector "A" Stuck Open																					
P20D0	Exhaust Aftertreatment Fuel Injector "A" Stuck Closed																					
P20D1	Exhaust Aftertreatment Fuel Injector "B" Control Circuit / Open																					
P20D2	Exhaust Aftertreatment Fuel Injector "B" Control Performance																					
P20D3	Exhaust Aftertreatment Fuel Injector "B" Control Circuit Low																					
P20D4	Exhaust Aftertreatment Fuel Injector "B" Control Circuit High																					
P20D5	Exhaust Aftertreatment Fuel Injector "B" Stuck Open																					
P20D6	Exhaust Aftertreatment Fuel Injector "B" Stuck Closed																					
P20D7	Exhaust Aftertreatment Fuel Supply Control Circuit / Open																					
P20D8	Exhaust Aftertreatment Fuel Supply Control Performance																					
P20D9	Exhaust Aftertreatment Fuel Supply Control Circuit Low																					
P20DA	Exhaust Aftertreatment Fuel Supply Control Circuit High																					
P20DB	Exhaust Aftertreatment Fuel Supply Control Stuck Open																					
P20DC	Exhaust Aftertreatment Fuel Supply Control Stuck Closed																					
P20DD	Exhaust Aftertreatment Fuel Pressure Sensor Circuit																					
P20DE	Exhaust Aftertreatment Fuel Pressure Sensor Circuit Range/Performance																					
P20DF	Exhaust Aftertreatment Fuel Pressure Sensor Circuit Low																					
P20E0	Exhaust Aftertreatment Fuel Pressure Sensor Circuit High																					
P20E1	Exhaust Aftertreatment Fuel Pressure Sensor Circuit Intermittent/Erratic																					
P20E2	Exhaust Gas Temperature Sensor 1 / 2 Correlation (Bank 1)							D														
P20E3	Exhaust Gas Temperature Sensor 1 / 3 Correlation (Bank 1)							D														
P20E4	Exhaust Gas Temperature Sensor 2 / 3 Correlation (Bank 1)							D														
P20E5	Exhaust Gas Temperature Sensor 1 / 2 Correlation (Bank 2)																					
P20E6	Reductant Injection Air Pressure Too Low																					
P20E7	Reductant Injection Air Pressure Too High																					
P20E8	Reductant Pressure Too Low																					
P20E9	Reductant Pressure Too High																					
P20EA	Reductant Control Module Power Relay De-Energized Performance - Too Early																					
P20EB	Reductant Control Module Power Relay De-Energized Performance - Too Late																					
P20EC	SCR NOx Catalyst - Over Temperature (Bank 1)																					
P20ED	SCR NOx Pre-Catalyst - Over Temperature (Bank 1)																					
P20EE	SCR NOx Catalyst Efficiency Below Threshold (Bank 1)																					
P20EF	SCR NOx Pre-Catalyst Efficiency Below Threshold (Bank 1)																					
P20F0	SCR NOx Catalyst - Over Temperature (Bank 2)																					
P20F1	SCR NOx Pre-Catalyst - Over Temperature (Bank 2)																					
P20F2	SCR NOx Catalyst Efficiency Below Threshold (Bank 2)																					
P20F3	SCR NOx Pre-Catalyst Efficiency Below Threshold (Bank 2)																					
P20F4	Reductant Consumption Too Low																					
P20F5	Reductant Consumption Too High																					
P20F6	Reductant Injection Valve Stuck Open (Bank 1 Unit 1)																					
P20F7	Reductant Injection Valve Stuck Open (Bank 2 Unit 1)																					
P20F8																						
P20F9																						
P20FA																						
P20FB																						
P20FC																						
P20FD																						
P20FE																						
P20FF																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
	Fuel and Air Metering and Auxiliary Emission Controls																					
P2100	Throttle Actuator "A" Control Motor Circuit / Open	G*	g	g							M*				E*							
P2101	Throttle Actuator "A" Control Motor Circuit Range/Performance	G*	g	g							M*				E*							
P2102	Throttle Actuator "A" Control Motor Circuit Low	G*	g	g							M*											
P2103	Throttle Actuator "A" Control Motor Circuit High	G*	g	g							M*											
P2104	Throttle Actuator Control System - Forced Idle	G*+						D			M*											
P2105	Throttle Actuator Control System - Forced Engine Shutdown	G*+									M											
P2106	Throttle Actuator Control System - Forced Limited Power	G*+									M*											
P2107	Throttle Actuator Control Module Processor	G*+									M*				E							
P2108	Throttle Actuator Control Module Performance										M*				E							
P2109	Throttle / Pedal Position Sensor "A" Minimum Stop Performance										M*											APP
P210A	Throttle Actuator "B" Control Motor Circuit / Open																					
P210B	Throttle Actuator "B" Control Motor Circuit Range/Performance																					
P210C	Throttle Actuator "B" Control Motor Circuit Low																					
P210D	Throttle Actuator "B" Control Motor Circuit High																					
P210E	Throttle/Pedal Position Sensor/Switch "C" / "F" Voltage Correlation																					
P210F																						
P2110	Throttle Actuator Control System - Forced Limited RPM	G*+									M*				E*							
P2111	Throttle Actuator Control System - Stuck Open	G*+									M*				E*							
P2112	Throttle Actuator Control System - Stuck Closed	G*+									M*				E*							
P2113	Throttle / Pedal Position Sensor "B" Minimum Stop Performance																					
P2114	Throttle / Pedal Position Sensor "C" Minimum Stop Performance																					
P2115	Throttle / Pedal Position Sensor "D" Minimum Stop Performance																					
P2116	Throttle / Pedal Position Sensor "E" Minimum Stop Performance																					
P2117	Throttle / Pedal Position Sensor "F" Minimum Stop Performance																					
P2118	Throttle Actuator Control Motor Current Range/Performance																					
P2119	Throttle Actuator Control Throttle Body Range/Performance	G+									M*				E*							
P2120	Throttle/Pedal Position Sensor/Switch "D" Circuit														E*			D				
P2121	Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance	G	g	g				D	d	d	M*				E*							
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low	G+	g	g				D*+	d	d	M*				E*							
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High	G+	g	g				D*+	d	d	M*				E*							
P2124	Throttle/Pedal Position Sensor/Switch "D" Circuit Intermittent	G	g	g				D	d	d	M				E							

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2125	Throttle/Pedal Position Sensor/Switch "E" Circuit							D	d	d					E*			D				
P2126	Throttle/Pedal Position Sensor/Switch "E" Circuit Range/Performance	G	g	g				D	d	d	M*				E*							
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low	G+	g	g				D*+	d	d	M*				E*							
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High	G+	g	g				D*+	d	d	M*				E*							
P2129	Throttle/Pedal Position Sensor/Switch "E" Circuit Intermittent	G	g	g				D	d	d	M				E							
P212A	Throttle/Pedal Position Sensor/Switch "G" Circuit																					
P212B	Throttle/Pedal Position Sensor/Switch "G" Circuit Range/Performance																					
P212C	Throttle/Pedal Position Sensor/Switch "G" Circuit Low																					
P212D	Throttle/Pedal Position Sensor/Switch "G" Circuit High																					
P212E	Throttle/Pedal Position Sensor/Switch "G" Circuit Intermittent																					
P212F																						
P2130	Throttle/Pedal Position Sensor/Switch "F" Circuit							D	d	d												
P2131	Throttle/Pedal Position Sensor/Switch "F" Circuit Range/Performance	G	g	g				D	d	d												
P2132	Throttle/Pedal Position Sensor/Switch "F" Circuit Low	G+	g	g				D*	d	d												
P2133	Throttle/Pedal Position Sensor/Switch "F" Circuit High	G+	g	g				D*	d	d												
P2134	Throttle/Pedal Position Sensor/Switch "F" Circuit Intermittent	G	g	g				D	d	d												
P2135	Throttle/Pedal Position Sensor/Switch "A" / "B" Voltage Correlation	G*+						D	d	d	M*				E*							
P2136	Throttle/Pedal Position Sensor/Switch "A" / "C" Voltage Correlation							D	d	d					E*							
P2137	Throttle/Pedal Position Sensor/Switch "B" / "C" Voltage Correlation							D	d	d												
P2138	Throttle/Pedal Position Sensor/Switch "D" / "E" Voltage Correlation	G+	g	g				D+	d	d	M*				E*							
P2139	Throttle/Pedal Position Sensor/Switch "D" / "F" Voltage Correlation	G+	g	g				D	d	d												
P213A	Exhaust Gas Recirculation Throttle Control Circuit "B" / Open																					
P213B	Exhaust Gas Recirculation Throttle Control Circuit "B" Range/Performance																					
P213C	Exhaust Gas Recirculation Throttle Control Circuit "B" Low																					
P213D	Exhaust Gas Recirculation Throttle Control Circuit "B" High																					
P213E	Fuel Injection System Fault - Forced Engine Shutdown																					
P213F	Fuel Pump System Fault - Forced Engine Shutdown																					
P2140	Throttle/Pedal Position Sensor/Switch "E" / "F" Voltage Correlation	G+	g	g				D	d	d												
P2141	Exhaust Gas Recirculation Throttle Control Circuit "A" Low																	D				
P2142	Exhaust Gas Recirculation Throttle Control Circuit "A" High																	D				
P2143	Exhaust Gas Recirculation Vent Control Circuit / Open																					
P2144	Exhaust Gas Recirculation Vent Control Circuit Low										M*											
P2145	Exhaust Gas Recirculation Vent Control Circuit High										M*											
P2146	Fuel Injector Group "A" Supply Voltage Circuit / Open																					
P2147	Fuel Injector Group "A" Supply Voltage Circuit Low														E							
P2148	Fuel Injector Group "A" Supply Voltage Circuit High														E							
P2149	Fuel Injector Group "B" Supply Voltage Circuit / Open																					
P2150	Fuel Injector Group "B" Supply Voltage Circuit Low																					
P2151	Fuel Injector Group "B" Supply Voltage Circuit High																					
P2152	Fuel Injector Group "C" Supply Voltage Circuit / Open																					
P2153	Fuel Injector Group "C" Supply Voltage Circuit Low																					
P2154	Fuel Injector Group "C" Supply Voltage Circuit High																					
P2155	Fuel Injector Group "D" Supply Voltage Circuit / Open																					
P2156	Fuel Injector Group "D" Supply Voltage Circuit Low																					
P2157	Fuel Injector Group "D" Supply Voltage Circuit High																					
P2158	Vehicle Speed Sensor "B"																					
P2159	Vehicle Speed Sensor "B" Range/Performance																					
P215A	Vehicle Speed / Wheel Speed Correlation							D*		d												
P215B	Vehicle Speed / Output Shaft Speed Correlation							D*		d												
P215C	Output Shaft Speed / Wheel Speed Correlation																					
P215D																						
P215E																						
P215F																						
P2160	Vehicle Speed Sensor "B" Circuit Low																					
P2161	Vehicle Speed Sensor "B" Intermittent/Erratic																					
P2162	Vehicle Speed Sensor "A" / "B" Correlation																					
P2163	Throttle/Pedal Position Sensor "A" Maximum Stop Performance																					
P2164	Throttle/Pedal Position Sensor "B" Maximum Stop Performance																					
P2165	Throttle/Pedal Position Sensor "C" Maximum Stop Performance																					
P2166	Throttle/Pedal Position Sensor "D" Maximum Stop Performance																					
P2167	Throttle/Pedal Position Sensor "E" Maximum Stop Performance																					
P2168	Throttle/Pedal Position Sensor "F" Maximum Stop Performance																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2169	Exhaust Pressure Regulator Vent Solenoid Control Circuit / Open																					
P216A	Fuel Injector Group "E" Supply Voltage Circuit / Open																					
P216B	Fuel Injector Group "E" Supply Voltage Circuit Low																					
P216C	Fuel Injector Group "E" Supply Voltage Circuit High																					
P216D	Fuel Injector Group "F" Supply Voltage Circuit / Open																					
P216E	Fuel Injector Group "F" Supply Voltage Circuit Low																					
P216F	Fuel Injector Group "F" Supply Voltage Circuit High																					
P2170	Exhaust Pressure Regulator Vent Solenoid Control Circuit Low																					
P2171	Exhaust Pressure Regulator Vent Solenoid Control Circuit high																					
P2172	Throttle Actuator Control System - Sudden High Air Flow Detected																					
P2173	Throttle Actuator Control System - High Air Flow Detected																					
P2174	Throttle Actuator Control System - Sudden Low Air Flow Detected																					
P2175	Throttle Actuator Control System - Low Air Flow Detected																					
P2176	Throttle Actuator Control System - Idle Position Not Learned														E*							
P2177	System Too Lean Off Idle (Bank 1)										M*											
P2178	System Too Rich Off Idle (Bank 1)										M*											
P2179	System Too Lean Off Idle (Bank 2)										M*											
P217A	Fuel Injector Group "G" Supply Voltage Circuit / Open																					
P217B	Fuel Injector Group "G" Supply Voltage Circuit Low																					
P217C	Fuel Injector Group "G" Supply Voltage Circuit High																					
P217D	Fuel Injector Group "H" Supply Voltage Circuit / Open																					
P217E	Fuel Injector Group "H" Supply Voltage Circuit Low																					
P217F	Fuel Injector Group "H" Supply Voltage Circuit High																					
P2180	System Too Rich Off Idle (Bank 2)										M*											
P2181	Cooling System Performance																					
P2182	Engine Coolant Temperature Sensor 2 Circuit																					
P2183	Engine Coolant Temperature Sensor 2 Circuit Range/Performance																					
P2184	Engine Coolant Temperature Sensor 2 Circuit Low																					
P2185	Engine Coolant Temperature Sensor 2 Circuit High																					
P2186	Engine Coolant Temperature Sensor 2 Circuit Intermittent/Erratic																					
P2187	System Too Lean at Idle (Bank 1)										M*											
P2188	System Too Rich at Idle (Bank 1)										M*											
P2189	System Too Lean at Idle (Bank 2)										M*											
P2190	System Too Rich at Idle (Bank 2)										M*											
P2191	System Too Lean at Higher Load (Bank 1)																					
P2192	System Too Rich at Higher Load (Bank 1)																					
P2193	System Too Lean at Higher Load (Bank 2)																					
P2194	System Too Rich at Higher Load (Bank 2)																					
P2195	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 1)	G*		g							M*											
P2196	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 1)	G*		g							M*											
P2197	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 1)	G*		g							M*											
P2198	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 1)	G*		g							M*											
P2199	Intake Air Temperature 1 / 2 Correlation							D*	d													
P219A	Bank 1 Air-Fuel Ratio Imbalance																					
P219B	Bank 2 Air-Fuel Ratio Imbalance																					
P219C	Cylinder 1 Air-Fuel Ratio Imbalance																					
P219D	Cylinder 2 Air-Fuel Ratio Imbalance																					
P219E	Cylinder 3 Air-Fuel Ratio Imbalance																					
P219F	Cylinder 4 Air-Fuel Ratio Imbalance																					
P21A0	Cylinder 5 Air-Fuel Ratio Imbalance																					
P21A1	Cylinder 6 Air-Fuel Ratio Imbalance																					
P21A2	Cylinder 7 Air-Fuel Ratio Imbalance																					
P21A3	Cylinder 8 Air-Fuel Ratio Imbalance																					
P21A4	Cylinder 9 Air-Fuel Ratio Imbalance																					
P21A5	Cylinder 10 Air-Fuel Ratio Imbalance																					
P21A6	Cylinder 11 Air-Fuel Ratio Imbalance																					
P21A7	Cylinder 12 Air-Fuel Ratio Imbalance																					
	Fuel and Air Metering and Auxiliary Emission Controls																					
P2200	NOx Sensor Circuit (Bank 1 Sensor 1)																					
P2201	NOx Sensor Circuit Range/Performance (Bank 1 Sensor 1)	G																				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2202	NOx Sensor Circuit Low (Bank 1 Sensor 1)	G	g	g																		
P2203	NOx Sensor Circuit High (Bank 1 Sensor 1)	G	g	g																		
P2204	NOx Sensor Circuit Intermittent (Bank 1 Sensor 1)																					
P2205	NOx Sensor Heater Control Circuit / Open (Bank 1 Sensor 1)																					
P2206	NOx Sensor Heater Control Circuit Low (Bank 1 Sensor 1)																					
P2207	NOx Sensor Heater Control Circuit High (Bank 1 Sensor 1)																					
P2208	NOx Sensor Heater Sense Circuit (Bank 1 Sensor 1)																					
P2209	NOx Sensor Heater Sense Circuit Range/Performance (Bank 1 Sensor 1)																					
P2210	NOx Sensor Heater Sense Circuit Low (Bank 1 Sensor 1)																					
P2211	NOx Sensor Heater Sense Circuit High (Bank 1 Sensor 1)																					
P2212	NOx Sensor Heater Sense Circuit Intermittent (Bank 1 Sensor 1)																					
P2213	NOx Sensor Circuit (Bank 2)																					
P2214	NOx Sensor Circuit Range/Performance (Bank 2)																					
P2215	NOx Sensor Circuit Low (Bank 2)																					
P2216	NOx Sensor Circuit High (Bank 2)																					
P2217	NOx Sensor Circuit Intermittent (Bank 2)																					
P2218	NOx Sensor Heater Control Circuit / Open (Bank 2)																					
P2219	NOx Sensor Heater Control Circuit Low (Bank 2)																					
P2220	NOx Sensor Heater Control Circuit High (Bank 2)																					
P2221	NOx Sensor Heater Sense Circuit (Bank 2)																					
P2222	NOx Sensor Heater Sense Circuit Range/Performance (Bank 2)																					
P2223	NOx Sensor Heater Sense Circuit Low (Bank 2)																					
P2224	NOx Sensor Heater Sense Circuit High (Bank 2)																					
P2225	NOx Sensor Heater Sense Circuit Intermittent (Bank 2)																					
P2226	Barometric Pressure Sensor "A" Circuit																					
P2227	Barometric Pressure Sensor "A" Circuit Range/Performance										M*							D				
P2228	Barometric Pressure Sensor "A" Circuit Low							D*	d	d	M*							D				
P2229	Barometric Pressure Sensor "A" Circuit High							D*	d	d	M*							D				
P222A	Barometric Pressure Sensor "B" Circuit																					
P222B	Barometric Pressure Sensor "B" Circuit Range/Performance																					
P222C	Barometric Pressure Sensor "B" Circuit Low																					
P222D	Barometric Pressure Sensor "B" Circuit High																					
P222E	Barometric Pressure Sensor "B" Circuit Intermittent/Erratic																					
P222F	Barometric Pressure Sensor "A" / "B" Correlation																					
P2230	Barometric Pressure Sensor "A" Circuit Intermittent/Erratic							D	d	d												
P2231	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 1 Sensor 1)																					
P2232	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 1 Sensor 2)																					
P2233	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 1 Sensor 3)																					
P2234	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 2 Sensor 1)																					
P2235	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 2 Sensor 2)																					
P2236	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 2 Sensor 3)																					
P2237	O2 Sensor Positive Current Control Circuit / Open (Bank 1 Sensor 1)										M*											
P2238	O2 Sensor Positive Current Control Circuit Low (Bank 1 Sensor 1)																					
P2239	O2 Sensor Positive Current Control Circuit High (Bank 1 Sensor 1)																					
P2240	O2 Sensor Positive Current Control Circuit / Open (Bank 2 Sensor 1)																					
P2241	O2 Sensor Positive Current Control Circuit Low (Bank 2 Sensor 1)																					
P2242	O2 Sensor Positive Current Control Circuit High (Bank 2 Sensor 1)																					
P2243	O2 Sensor Reference Voltage Circuit / Open (Bank 1 Sensor 1)																					
P2244	O2 Sensor Reference Voltage Performance (Bank 1 Sensor 1)																					
P2245	O2 Sensor Reference Voltage Circuit Low (Bank 1 Sensor 1)										M*											
P2246	O2 Sensor Reference Voltage Circuit High (Bank 1 Sensor 1)										M*											
P2247	O2 Sensor Reference Voltage Circuit / Open (Bank 2 Sensor 1)																					
P2248	O2 Sensor Reference Voltage Performance (Bank 2 Sensor 1)																					
P2249	O2 Sensor Reference Voltage Circuit Low (Bank 2 Sensor 1)																					
P2250	O2 Sensor Reference Voltage Circuit High (Bank 2 Sensor 1)																					
P2251	O2 Sensor Negative Current Control Circuit / Open (Bank 1 Sensor 1)										M*											
P2252	O2 Sensor Negative Current Control Circuit Low (Bank 1 Sensor 1)																					
P2253	O2 Sensor Negative Current Control Circuit High (Bank 1 Sensor 1)																					
P2254	O2 Sensor Negative Current Control Circuit / Open (Bank 2 Sensor 1)																					
P2255	O2 Sensor Negative Current Control Circuit Low (Bank 2 Sensor 1)																					
P2256	O2 Sensor Negative Current Control Circuit High (Bank 2 Sensor 1)																					
P2257	Secondary Air Injection System Control "A" Circuit Low	G*	g	g																		

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2258	Secondary Air Injection System Control "A" Circuit High	G*	g	g																		
P2259	Secondary Air Injection System Control "B" Circuit Low																					
P2260	Secondary Air Injection System Control "B" Circuit High																					
P2261	Turbocharger/Supercharger Bypass Valve - Mechanical																					
P2262	Turbocharger/Supercharger Boost Pressure Not Detected - Mechanical							D*														
P2263	Turbocharger/Supercharger Boost System Performance							D*														
P2264	Water in Fuel Sensor Circuit							D	d	d												
P2265	Water in Fuel Sensor Circuit Range/Performance																					
P2266	Water in Fuel Sensor Circuit Low																					
P2267	Water in Fuel Sensor Circuit High																					
P2268	Water in Fuel Sensor Circuit Intermittent																					
P2269	Water in Fuel Condition							D	d	d												
P226A	Water In Fuel Lamp Control Circuit																					
P226B	Turbocharger/Supercharger Boost Pressure Too High - Mechanical																					
P226C																						
P226D																						
P226E																						
P226F																						
P2270	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 2)	G*		g							M*											
P2271	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 2)	G*		g							M*											
P2272	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 2)	G*		g																		
P2273	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 2)	G*		g																		
P2274	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 3)	G*		g							M*											
P2275	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 3)	G*		g							M*											
P2276	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 3)	G*		g																		
P2277	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 3)	G*		g																		
P2278	Oxygen Sensor Signals Swapped Bank 1 Sensor 3 / Bank 2 Sensor 3			g																		
P2279	Intake Air System Leak	G*																				
P2280	Air Flow Restriction / Air Leak Between Air Cleaner and MAF														E							
P2281	Air Leak Between MAF and Throttle Body														E							
P2282	Air Leak Between Throttle Body and Intake Valve														E							
P2283	Injector Control Pressure Sensor Circuit																					
P2284	Injector Control Pressure Sensor Circuit Range/Performance							D*		d												
P2285	Injector Control Pressure Sensor Circuit Low							D*	d	d												
P2286	Injector Control Pressure Sensor Circuit High							D*	d	d												
P2287	Injector Control Pressure Sensor Circuit Intermittent																					
P2288	Injector Control Pressure Too High							D*		d								D*				
P2289	Injector Control Pressure Too High - Engine Off							D*	d													
P228A	Fuel Pressure Regulator 1 - Forced Engine Shutdown																					FPR1
P228B	Fuel Pressure Regulator 2 - Forced Engine Shutdown																					FPR2
P228C	Fuel Pressure Regulator 1 Exceeded Control Limits - Pressure Too Low																					FPR1
P228D	Fuel Pressure Regulator 1 Exceeded Control Limits - Pressure Too High																					FPR1
P228E	Fuel Pressure Regulator 1 Exceeded Learning Limits - Too Low																					FPR1
P228F	Fuel Pressure Regulator 1 Exceeded Learning Limits - Too Low																					FPR1
P2290	Injector Control Pressure Too Low							D*	d	d												
P2291	Injector Control Pressure Too Low - Engine Cranking							D+										D*				
P2292	Injector Control Pressure Erratic							D		d												
P2293	Fuel Pressure Regulator 2 Performance																					FPR2
P2294	Fuel Pressure Regulator 2 Control Circuit / Open																					FPR2
P2295	Fuel Pressure Regulator 2 Control Circuit Low																					FPR2
P2296	Fuel Pressure Regulator 2 Control Circuit High																					FPR2
P2297	O2 Sensor Out of Range During Deceleration (Bank 1 Sensor 1)														E*							
P2298	O2 Sensor Out of Range During Deceleration (Bank 2 Sensor 1)														E*							
P2299	Brake Pedal Position/Accelerator Pedal Position Incompatible							D*	d	d												
P229A	Fuel Pressure Regulator 2 Exceeded Control Limits - Pressure Too Low																					FPR2
P229B	Fuel Pressure Regulator 2 Exceeded Control Limits - Pressure Too High																					FPR2
P229C	Fuel Pressure Regulator 2 Exceeded Learning Limits - Too Low																					FPR2
P229D	Fuel Pressure Regulator 2 Exceeded Learning Limits - Too Low																					FPR2
P229E	NOx Sensor Circuit (Bank 1 Sensor 2)																					
P229F	NOx Sensor Circuit Range/Performance (Bank 1 Sensor 2)																					
P22A0	NOx Sensor Circuit Low (Bank 1 Sensor 2)																					
P22A1	NOx Sensor Circuit High (Bank 1 Sensor 2)																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P22A2	NOx Sensor Circuit Intermittent (Bank 1 Sensor 2)																					
P22A3	NOx Sensor Heater Control Circuit/Open (Bank 1 Sensor 2)																					
P22A4	NOx Sensor Heater Control Circuit Low (Bank 1 Sensor 2)																					
P22A5	NOx Sensor Heater Control Circuit High (Bank 1 Sensor 2)																					
P22A6	NOx Sensor Heater Sense Circuit (Bank 1 Sensor 2)																					
P22A7	NOx Sensor Heater Sense Circuit Range/Performance (Bank 1 Sensor 2)																					
P22A8	NOx Sensor Heater Sense Circuit Low (Bank 1 Sensor 2)																					
P22A9	NOx Sensor Heater Sense Circuit High (Bank 1 Sensor 2)																					
P22AA	NOx Sensor Heater Sense Circuit Intermittent (Bank 1 Sensor 2)																					
	Ignition System or Misfire																					
P2300	Ignition Coil "A" Primary Control Circuit Low																					
P2301	Ignition Coil "A" Primary Control Circuit High																					
P2302	Ignition Coil "A" Secondary Circuit																					
P2303	Ignition Coil "B" Primary Control Circuit Low																					
P2304	Ignition Coil "B" Primary Control Circuit High																					
P2305	Ignition Coil "B" Secondary Circuit																					
P2306	Ignition Coil "C" Primary Control Circuit Low																					
P2307	Ignition Coil "C" Primary Control Circuit High																					
P2308	Ignition Coil "C" Secondary Circuit																					
P2309	Ignition Coil "D" Primary Control Circuit Low																					
P2310	Ignition Coil "D" Primary Control Circuit High																					
P2311	Ignition Coil "D" Secondary Circuit																					
P2312	Ignition Coil "E" Primary Control Circuit Low																					
P2313	Ignition Coil "E" Primary Control Circuit High																					
P2314	Ignition Coil "E" Secondary Circuit																					
P2315	Ignition Coil "F" Primary Control Circuit Low																					
P2316	Ignition Coil "F" Primary Control Circuit High																					
P2317	Ignition Coil "F" Secondary Circuit																					
P2318	Ignition Coil "G" Primary Control Circuit Low																					
P2319	Ignition Coil "G" Primary Control Circuit High																					
P2320	Ignition Coil "G" Secondary Circuit																					
P2321	Ignition Coil "H" Primary Control Circuit Low																					
P2322	Ignition Coil "H" Primary Control Circuit High																					
P2323	Ignition Coil "H" Secondary Circuit																					
P2324	Ignition Coil "I" Primary Control Circuit Low																					
P2325	Ignition Coil "I" Primary Control Circuit High																					
P2326	Ignition Coil "I" Secondary Circuit																					
P2327	Ignition Coil "J" Primary Control Circuit Low																					
P2328	Ignition Coil "J" Primary Control Circuit High																					
P2329	Ignition Coil "J" Secondary Circuit																					
P2330	Ignition Coil "K" Primary Control Circuit Low																					
P2331	Ignition Coil "K" Primary Control Circuit High																					
P2332	Ignition Coil "K" Secondary Circuit																					
P2333	Ignition Coil "L" Primary Control Circuit Low																					
P2334	Ignition Coil "L" Primary Control Circuit High																					
P2335	Ignition Coil "L" Secondary Circuit																					
P2336	Cylinder #1 Above Knock Threshold														E			D*				
P2337	Cylinder #2 Above Knock Threshold														E			D*				
P2338	Cylinder #3 Above Knock Threshold														E			D*				
P2339	Cylinder #4 Above Knock Threshold																	D*				
P2340	Cylinder #5 Above Knock Threshold																					
P2341	Cylinder #6 Above Knock Threshold																					
P2342	Cylinder #7 Above Knock Threshold																					
P2343	Cylinder #8 Above Knock Threshold																					
P2344	Cylinder #9 Above Knock Threshold																					
P2345	Cylinder #10 Above Knock Threshold																					
P2346	Cylinder #11 Above Knock Threshold																					
P2347	Cylinder #12 Above Knock Threshold																					
P2348																						
P2349																						
P234A																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P234B																						
P234C																						
P234D																						
P234E																						
P234F																						
P2350																						
P2351																						
P2352																						
P2353																						
P2354																						
P2355																						
P2356																						
P2357																						
P2358																						
P2359																						
P235A																						
P235B																						
P235C																						
P235D																						
P235E																						
P235F																						
P2360																						
P2361																						
P2362																						
P2363																						
P2364																						
P2365																						
P2366																						
P2367																						
P2368																						
P2369																						
P236A																						
P236B																						
P236C																						
P236D																						
P236E																						
P236F																						
P2370																						
P2371																						
P2372																						
P2373																						
P2374																						
P2375																						
P2376																						
P2377																						
P2378																						
P2379																						
P237A																						
P237B																						
P237C																						
P237D																						
P237E																						
P237F																						
P2380																						
P2381																						
P2382																						
P2383																						
P2384																						
P2385																						
P2386																						
P2387																						
P2388																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2389																						
P238A																						
P238B																						
P238C																						
P238D																						
P238E																						
P238F																						
P2390																						
P2391																						
P2392																						
P2393																						
P2394																						
P2395																						
P2396																						
P2397																						
P2398																						
P2399																						
	Auxiliary Emission Controls																					
P2400	Evaporative Emission System Leak Detection Pump Control Circuit / Open										M*											
P2401	Evaporative Emission System Leak Detection Pump Control Circuit Low										M*											
P2402	Evaporative Emission System Leak Detection Pump Control Circuit High										M*											
P2403	Evaporative Emission System Leak Detection Pump Sense Circuit / Open										M*											
P2404	Evaporative Emission System Leak Detection Pump Sense Circuit Range/Performance										M*											
P2405	Evaporative Emission System Leak Detection Pump Sense Circuit Low										M*											
P2406	Evaporative Emission System Leak Detection Pump Sense Circuit High										M*											
P2407	Evaporative Emission System Leak Detection Pump Sense Circuit Intermittent/Erratic										M*											
P2408	Fuel Cap Sensor/Switch Circuit																					
P2409	Fuel Cap Sensor/Switch Circuit Range/Performance														E							
P240A	Evaporative Emission System Leak Detection Pump Heater Circuit / Open																					
P240B	Evaporative Emission System Leak Detection Pump Heater Circuit Low																					
P240C	Evaporative Emission System Leak Detection Pump Heater Circuit High																					
P240D																						
P240E																						
P240F																						
P2410	Fuel Cap Sensor/Switch Circuit Low														E							
P2411	Fuel Cap Sensor/Switch Circuit High														E							
P2412	Fuel Cap Sensor/Switch Circuit Intermittent/Erratic																					
P2413	Exhaust Gas Recirculation System Performance																					
P2414	O2 Sensor Exhaust Sample Error (Bank 1 Sensor 1)																					
P2415	O2 Sensor Exhaust Sample Error (Bank 2 Sensor 1)																					
P2416	Oxygen Sensor Signals Swapped Bank 1 Sensor 2 / Bank 1 Sensor 3																					
P2417	Oxygen Sensor Signals Swapped Bank 2 Sensor 2 / Bank 2 Sensor 3																					
P2418	Evaporative Emission Control System Switching Valve Control Circuit / Open	G*	g	g																		
P2419	Evaporative Emission Control System Switching Valve Control Circuit Low																					
P2420	Evaporative Emission Control System Switching Valve Control Circuit High																					
P2421	Evaporative Emission Control System Vent Valve Stuck Open																					
P2422	Evaporative Emission Control System Vent Valve Stuck Closed																					
P2423	HC Adsorbtion Catalyst Efficiency Below Threshold (Bank 1)																					
P2424	HC Adsorbtion Catalyst Efficiency Below Threshold (Bank 2)																					
P2425	Exhaust Gas Recirculation Cooling Valve Control Circuit / Open																					
P2426	Exhaust Gas Recirculation Cooling Valve Control Circuit Low																					
P2427	Exhaust Gas Recirculation Cooling Valve Control Circuit High																					
P2428	Exhaust Gas Temperature Too High (Bank 1)																					
P2429	Exhaust Gas Temperature Too High (Bank 2)																					
P242A	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 3)							D*														
P242B	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 3)							D*														
P242C	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 3)							D*														
P242D	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 3)							D*														
P242E	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 3)							D														
P242F	Diesel Particulate Filter Restriction - Ash Accumulation							D+														
P2430	Secondary Air Injection System Air Flow/Pressure Sensor Circuit (Bank 1)																					
P2431	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Range/Performance (Bank 1)																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2432	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Low (Bank 1)																					
P2433	Secondary Air Injection System Air Flow/Pressure Sensor Circuit High (Bank 1)																					
P2434	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Intermittent High Input (Bank 1)																					
P2435	Secondary Air Injection System Air Flow/Pressure Sensor Circuit (Bank 2)																					
P2436	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Range/Performance (Bank 2)																					
P2437	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Low (Bank 2)																					
P2438	Secondary Air Injection System Air Flow/Pressure Sensor Circuit High (Bank 2)																					
P2439	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Intermittent High Input (Bank 2)																					
P2440	Secondary Air Injection System Switching Valve Stuck Open (Bank 1)																					
P2441	Secondary Air Injection System Switching Valve Stuck Closed (Bank 1)																					
P2442	Secondary Air Injection System Switching Valve Stuck Open (Bank 2)																					
P2443	Secondary Air Injection System Switching Valve Stuck Closed (Bank 2)																					
P2444	Secondary Air Injection System Pump Stuck On (Bank 1)																					
P2445	Secondary Air Injection System Pump Stuck Off (Bank 1)																					
P2446	Secondary Air Injection System Pump Stuck On (Bank 2)																					
P2447	Secondary Air Injection System Pump Stuck Off (Bank 2)																					
P2448	Secondary Air Injection System High Air Flow (Bank 1)	G*		g																		
P2449	Secondary Air Injection System High Air Flow (Bank 2)																					
P244A	Diesel Particulate Filter Differential Pressure Too Low (Bank 1)							D*														
P244B	Diesel Particulate Filter Differential Pressure Too High (Bank 1)																					
P244C	Exhaust Temperature Too Low For Particulate Filter Regeneration (Bank 1)							D										D*				
P244D	Exhaust Temperature Too High For Particulate Filter Regeneration (Bank 1)							D														
P244E	Exhaust Temperature Too Low For Particulate Filter Regeneration (Bank 2)																					
P244F	Exhaust Temperature Too High For Particulate Filter Regeneration (Bank 2)																					
P2450	Evaporative Emission Control System Switching Valve Performance/Stuck Open	G*																				
P2451	Evaporative Emission Control System Switching Valve Stuck Closed																					
P2452	Diesel Particulate Filter Pressure Sensor "A" Circuit							D*														DPFP-A
P2453	Diesel Particulate Filter Pressure Sensor "A" Circuit Range/Performance							D*														DPFP-A
P2454	Diesel Particulate Filter Pressure Sensor "A" Circuit Low							D*														DPFP-A
P2455	Diesel Particulate Filter Pressure Sensor "A" Circuit High							D*														DPFP-A
P2456	Diesel Particulate Filter Pressure Sensor "A" Circuit Intermittent/Erratic							D														DPFP-A
P2457	Exhaust Gas Recirculation Cooler System Performance							D*														
P2458	Diesel Particulate Filter Regeneration Duration							D														
P2459	Diesel Particulate Filter Regeneration Frequency							D+														
P245A	Exhaust Gas Recirculation Cooler Bypass Control Circuit							D*	d	d												
P245B	Exhaust Gas Recirculation Cooler Bypass Control Circuit Range/Performance							D*														
P245C	Exhaust Gas Recirculation Cooler Bypass Control Circuit Low							D*	d	d												
P245D	Exhaust Gas Recirculation Cooler Bypass Control Circuit High							D*	d	d												
P245E	Diesel Particulate Filter Pressure Sensor "B" Circuit																					DPFP-B
P245F	Diesel Particulate Filter Pressure Sensor "B" Circuit Range/Performance																					DPFP-B
P2460	Diesel Particulate Filter Pressure Sensor "B" Circuit Low																					DPFP-B
P2461	Diesel Particulate Filter Pressure Sensor "B" Circuit High																					DPFP-B
P2462	Diesel Particulate Filter Pressure Sensor "B" Circuit Intermittent/Erratic																					DPFP-B
P2463	Diesel Particulate Filter Restriction - Soot Accumulation							D+														
P2464	Diesel Particulate Filter Differential Pressure Too Low (Bank 2)																					
P2465	Diesel Particulate Filter Differential Pressure Too High (Bank 2)																					
P2466	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 3)																					
P2467	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 3)																					
P2468	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 3)																					
P2469	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 3)																					
P246A	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 2 Sensor 3)																					
P246B	Vehicle Conditions Incorrect for Diesel Particulate Filter Regeneration							D*														
P246C	Diesel Particulate Filter Restriction - Forced Limited Power							D+														
P246D	Diesel Particulate Filter Pressure Sensor "A" / "B" Correlation																	D				
P246E	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 4)																					
P246F	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 4)																					
P2470	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 4)																					
P2471	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 4)																					
P2472	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 4)																					
P2473	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 4)																					
P2474	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 4)																					
P2475	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 4)																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2476	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 4)																					
P2477	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 2 Sensor 4)																					
P2478	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 1)																					
P2479	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 2)																					
P247A	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 3)																					
P247B	Exhaust Gas Temperature Out of Range (Bank 1 Sensor 4)																					
P247C	Exhaust Gas Temperature Out of Range (Bank 2 Sensor 1)																					
P247D	Exhaust Gas Temperature Out of Range (Bank 2 Sensor 2)																					
P247E	Exhaust Gas Temperature Out of Range (Bank 2 Sensor 3)																					
P247F	Exhaust Gas Temperature Out of Range (Bank 2 Sensor 4)																					
P2480	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 5)																					
P2481	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 5)																					
P2482	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 5)																					
P2483	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 5)																					
P2484	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 5)																					
P2485	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 5)																					
P2486	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 5)																					
P2487	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 5)																					
P2488	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 5)																					
P2489	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 2 Sensor 5)																					
P248A																						
	Vehicle Speed, Idle Control and Auxiliary Inputs																					
P2500	Generator Lamp Terminal Circuit Low										M											
P2501	Generator Lamp Terminal Circuit High										M											
P2502	Charging System Voltage										M											
P2503	Charging System Voltage Low										M	J										
P2504	Charging System Voltage High										M	J										
P2505	ECM / PCM Power Input Signal							D	d													
P2506	ECM / PCM Power Input Signal Range/Performance																					
P2507	ECM / PCM Power Input Signal Low							D	d		M*											
P2508	ECM / PCM Power Input Signal High							D	d													
P2509	ECM / PCM Power Input Signal Intermittent																					
P250A	Engine Oil Level Sensor Circuit																					
P250B	Engine Oil Level Sensor Circuit Range/Performance																					
P250C	Engine Oil Level Sensor Circuit Low																					
P250D	Engine Oil Level Sensor Circuit High																					
P250E	Engine Oil Level Sensor Circuit Intermittent/Erratic																					
P250F	Engine Oil Level Too Low																					
P2510	ECM / PCM Power Relay Sense Circuit Range/Performance																					
P2511	ECM / PCM Power Relay Sense Circuit Intermittent																					
P2512	Event Data Recorder Request Circuit / Open	G+																				
P2513	Event Data Recorder Request Circuit Low	G+																				
P2514	Event Data Recorder Request Circuit High	G+																				
P2515	A/C Refrigerant Pressure Sensor "B" Circuit	G	g	g																		
P2516	A/C Refrigerant Pressure Sensor "B" Circuit Range/Performance																					
P2517	A/C Refrigerant Pressure Sensor "B" Circuit Low	G	g	g																		
P2518	A/C Refrigerant Pressure Sensor "B" Circuit High																					
P2519	A/C Request "A" Circuit																					
P251A	PTO Enable Switch Circuit / Open																					
P251B	PTO Enable Switch Circuit Low																					
P251C	PTO Enable Switch Circuit High																					
P251D	PTO Engine Shutdown Circuit / Open																					
P251E	PTO Engine Shutdown Circuit Low																					
P251F	PTO Engine Shutdown Circuit High																					
P2520	A/C Request "A" Circuit Low																					
P2521	A/C Request "A" Circuit High	G	g	g																		
P2522	A/C Request "B" Circuit																					
P2523	A/C Request "B" Circuit Low																					
P2524	A/C Request "B" Circuit High	G	g	g																		

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2525	Vacuum Reservoir Pressure Sensor Circuit																					
P2526	Vacuum Reservoir Pressure Sensor Circuit Range/Performance																					
P2527	Vacuum Reservoir Pressure Sensor Circuit Low																					
P2528	Vacuum Reservoir Pressure Sensor Circuit High																					
P2529	Vacuum Reservoir Pressure Sensor Circuit Intermittent																					
P252A	Engine Oil Quality Sensor Circuit																					
P252B	Engine Oil Quality Sensor Circuit Range/Performance																					
P252C	Engine Oil Quality Sensor Circuit Low																					
P252D	Engine Oil Quality Sensor Circuit High																					
P252E	Engine Oil Quality Circuit Intermittent/Erratic																					
P252F	Engine Oil Level Too High																					
P2530	Ignition Switch Run Position Circuit																	D				
P2531	Ignition Switch Run Position Circuit Low	G	g	g																		
P2532	Ignition Switch Run Position Circuit High																					
P2533	Ignition Switch Run/Start Position Circuit	G	g	g																		
P2534	Ignition Switch Run/Start Position Circuit Low																					
P2535	Ignition Switch Run/Start Position Circuit High	G	g	g																		
P2536	Ignition Switch Accessory Position Circuit																					
P2537	Ignition Switch Accessory Position Circuit Low																					
P2538	Ignition Switch Accessory Position Circuit High																					
P2539	Low Pressure Fuel System Sensor Circuit																					
P253A	PTO Sense Circuit / Open																					
P253B	PTO Sense Circuit Range/Performance																					
P253C	PTO Sense Circuit Low																					
P253D	PTO Sense Circuit High																					
P253E	PTO Sense Circuit Intermittent/Erratic																					
P253F	Engine Oil Deteriorated																					
P2540	Low Pressure Fuel System Sensor Circuit Range / Performance																					
P2541	Low Pressure Fuel System Sensor Circuit Low																					
P2542	Low Pressure Fuel System Sensor Circuit High																					
P2543	Low Pressure Fuel System Sensor Circuit Intermittent																					
P2544	Torque Management Request Input Signal A				T																	
P2545	Torque Management Request Input Signal "A" Range / Performance							D*														
P2546	Torque Management Request Input Signal "A" Low																					
P2547	Torque Management Request Input Signal "A" High																					
P2548	Torque Management Request Input Signal "B"																					
P2549	Torque Management Request Input Signal "B" Range / Performance																					
P254A	PTO Speed Selector Sensor/Switch 1 Circuit / Open																					PTO
P254B	PTO Speed Selector Sensor/Switch 1 Circuit Range/Performance																					PTO
P254C	PTO Speed Selector Sensor/Switch 1 Circuit Low																					PTO
P254D	PTO Speed Selector Sensor/Switch 1 Circuit High																					PTO
P254E	PTO Speed Selector Sensor/Switch 1 Circuit Intermittent/Erratic																					PTO
P254F	Engine Hood Switch Circuit / Open																					
P2550	Torque Management Request Input Signal "B" Low																					
P2551	Torque Management Request Input Signal "B" High																					
P2552	Throttle/Fuel Inhibit Circuit / Open							D	d	d												
P2553	Throttle/Fuel Inhibit Circuit Range / Performance																					
P2554	Throttle/Fuel Inhibit Circuit Low																					
P2555	Throttle/Fuel Inhibit Circuit High																					
P2556	Engine Coolant Level Sensor/Switch Circuit																					
P2557	Engine Coolant Level Sensor/Switch Circuit Range / Performance																					
P2558	Engine Coolant Level Sensor/Switch Circuit Low																					
P2559	Engine Coolant Level Sensor/Switch Circuit High																					
P255A	PTO Speed Selector Sensor/Switch 2 Circuit / Open																					
P255B	PTO Speed Selector Sensor/Switch 2 Circuit Range/Performance																					
P255C	PTO Speed Selector Sensor/Switch 2 Circuit Low																					
P255D	PTO Speed Selector Sensor/Switch 2 Circuit High																					
P255E	PTO Speed Selector Sensor/Switch 2 Circuit Intermittent/Erratic																					
P255F	A/C Request "A" Circuit Range/Performance																					
P2560	Engine Coolant Level Low																					
P2561	A/C Control Module Requested MIL Illumination																					
P2562	Turbocharger Boost Control Position Sensor "A" Circuit																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2563	Turbocharger Boost Control Position Sensor "A" Circuit Range/Performance							D*														
P2564	Turbocharger Boost Control Position Sensor "A" Circuit Low																					
P2565	Turbocharger Boost Control Position Sensor "A" Circuit High																					
P2566	Turbocharger Boost Control Position Sensor "A" Circuit Intermittent																					
P2567	Direct Ozone Reduction Catalyst Temperature Sensor Circuit																					
P2568	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Range/Performance																					
P2569	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Low																					
P256A	Engine Idle Speed Selector Sensor/Switch Circuit / Open																					
P256B	Engine Idle Speed Selector Sensor/Switch Circuit Range/Performance																					
P256C	Engine Idle Speed Selector Sensor/Switch Circuit Low																					
P256D	Engine Idle Speed Selector Sensor/Switch Circuit High																					
P256E	Engine Idle Speed Selector Sensor/Switch Circuit Intermittent/Erratic																					
P256F	A/C Request "B" Circuit Range/Performance																					
P2570	Direct Ozone Reduction Catalyst Temperature Sensor Circuit High																					
P2571	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Intermittent/Erratic																					
P2572	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit																					
P2573	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit Range/Performance																					
P2574	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit Low																					
P2575	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit High																					
P2576	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit Intermittent/Erratic																					
P2577	Direct Ozone Reduction Catalyst Efficiency Below Threshold																					
P2578	Turbocharger Speed Sensor Circuit																					
P2579	Turbocharger Speed Sensor Circuit Range/Performance																					
P257A	Vacuum Reservoir Control Circuit / Open																					
P257B	Vacuum Reservoir Control Circuit Low																					
P257C	Vacuum Reservoir Control Circuit High																					
P257D	Engine Hood Switch Circuit Range/Performance																					
P257E	Engine Hood Switch Circuit Low																					
P257F	Engine Hood Switch Circuit High																					
P2580	Turbocharger Speed Sensor Circuit Low																					
P2581	Turbocharger Speed Sensor Circuit High																					
P2582	Turbocharger Speed Sensor Intermittent																					
P2583	Cruise Control Front Distance Range Sensor - Single Sensor or Center																					
P2584	Fuel Additive Control Module Requested MIL Illumination																					
P2585	Fuel Additive Control Module Warning Lamp Request																					
P2586	Turbocharger Boost Control Position Sensor "B" Circuit																					
P2587	Turbocharger Boost Control Position Sensor "B" Circuit Range/Performance																					
P2588	Turbocharger Boost Control Position Sensor "B" Circuit Low																					
P2589	Turbocharger Boost Control Position Sensor "B" Circuit High																					
P258A	Vacuum Pump Control Circuit / Open																					
P258B	Vacuum Pump Control Range/Performance																					
P258C	Vacuum Pump Control Circuit Low																					
P258D	Vacuum Pump Control Circuit High																					
P258E	PTO Eanable Switch Performance																					
P258F	Torque Management Request Output Signal																					
P2590	Turbocharger Boost Control Position Sensor "B" Circuit Intermittent																					
P2591	Cruise Control Front Distance Range Sensor - Left																					
P2592	Cruise Control Front Distance Range Sensor - Right																					
P2593																						
P2594																						
P2595																						
P2596																						
P2597																						
P2598																						
P2599																						
	Computer Outputs																					
P2600	Coolant Pump "A" Control Circuit / Open	G	g	g																		
P2601	Coolant Pump "A" Control Circuit Range/Performance																					
P2602	Coolant Pump "A" Control Circuit Low																					
P2603	Coolant Pump "A" Control Circuit High																					
P2604	Intake Air Heater "A" Circuit Range/Performance																					
P2605	Intake Air Heater "B" Circuit / Open																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2606	Intake Air Heater "B" Circuit Range/Performance																					
P2607	Intake Air Heater "B" Circuit Low																					
P2608	Intake Air Heater "B" Circuit High																					
P2609	Intake Air Heater System Performance																					
P260A	PTO Control Circuit / Open																					
P260B	PTO Control Circuit Low																					
P260C	PTO Control Circuit High																					
P260D	PTO Engaged Lamp Control Circuit																					
P260E	Diesel Particulate Filter Regeneration Lamp Control Circuit																					
P260F	Evaporative System Monitoring Processor Performance	G*																				
P2610	ECM/PCM Internal Engine Off Timer Performance	G*						D*	d													
P2611	A/C Refrigerant Distribution Valve Control Circuit / Open	G	g	g																		
P2612	A/C Refrigerant Distribution Valve Control Circuit Low																					
P2613	A/C Refrigerant Distribution Valve Control Circuit High																					
P2614	Camshaft Position Output Circuit / Open							D*	d	d												
P2615	Camshaft Position Output Circuit Low																					
P2616	Camshaft Position Output Circuit high																					
P2617	Crankshaft Position Output Circuit / Open							D*	d	d												
P2618	Crankshaft Position Output Circuit Low																					
P2619	Crankshaft Position Output Circuit high																					
P261A	Coolant Pump "B" Control Circuit / Open																					
P261B	Coolant Pump "B" Control Circuit Range/Performance																					
P261C	Coolant Pump "B" Control Circuit Low																					
P261D	Coolant Pump "B" Control Circuit High																					
P261E																						
P261F																						
P2620	Throttle Position Output Circuit / Open							D	d	d												
P2621	Throttle Position Output Circuit Low																					
P2622	Throttle Position Output Circuit High																					
P2623	Injector Control Pressure Regulator / Open							D*	d	d												
P2624	Injector Control Pressure Regulator Low																					
P2625	Injector Control Pressure Regulator High																					
P2626	O2 Sensor Positive Current Trim Circuit / Open (Bank 1 Sensor 1)																					
P2627	O2 Sensor Positive Current Trim Circuit Low (Bank 1 Sensor 1)																					
P2628	O2 Sensor Positive Current Trim Circuit High (Bank 1 Sensor 1)																					
P2629	O2 Sensor Positive Current Trim Circuit / Open (Bank 2 Sensor 1)																					
P2630	O2 Sensor Positive Current Trim Circuit Low (Bank 2 Sensor 1)																					
P2631	O2 Sensor Positive Current Trim Circuit High (Bank 2 Sensor 1)																					
P2632	Fuel Pump "B" Control Circuit / Open																					
P2633	Fuel Pump "B" Control Circuit Low																					
P2634	Fuel Pump "B" Control Circuit High																					
P2635	Fuel Pump "A" Low Flow / Performance																					
P2636	Fuel Pump "B" Low Flow / Performance																					
P2637	Torque Management Feedback Signal A				T																	
P2638	Torque Management Feedback Signal "A" Range / Performance																					
P2639	Torque Management Feedback Signal "A" Low																					
P2640	Torque Management Feedback Signal "A" High																					
P2641	Torque Management Feedback Signal "B"																					
P2642	Torque Management Feedback Signal "B" Range / Performance																					
P2643	Torque Management Feedback Signal "B" Low																					
P2644	Torque Management Feedback Signal "B" High																					
P2645	A Rocker Arm Actuator Control Circuit / Open (Bank 1)																					
P2646	A Rocker Arm Actuator Control System Performance/Stuck Off (Bank 1)																					
P2647	A Rocker Arm Actuator Control System Stuck On (Bank 1)																					
P2648	A Rocker Arm Actuator Control Circuit Low (Bank 1)																					
P2649	A Rocker Arm Actuator Control Circuit High (Bank 1)																					
P264A	A Rocker Arm Actuator Position Sensor Circuit (Bank 1)																					
P264B	A Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 1)																					
P264C	A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)																					
P264D	A Rocker Arm Actuator Position Sensor Circuit High (Bank 1)																					
P264E	A Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 1)																					
P264F																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2650	B Rocker Arm Actuator Control Circuit / Open (Bank 1)																					
P2651	B Rocker Arm Actuator Control System Performance/Stuck Off (Bank 1)																					
P2652	B Rocker Arm Actuator Control System Stuck On (Bank 1)																					
P2653	B Rocker Arm Actuator Control Circuit Low (Bank 1)																					
P2654	B Rocker Arm Actuator Control Circuit High (Bank 1)																					
P2655	A Rocker Arm Actuator Control Circuit / Open (Bank 2)																					
P2656	A Rocker Arm Actuator Control System Performance/Stuck Off (Bank 2)																					
P2657	A Rocker Arm Actuator Control System Stuck On (Bank 2)																					
P2658	A Rocker Arm Actuator Control Circuit Low (Bank 2)																					
P2659	A Rocker Arm Actuator Control Circuit High (Bank 2)																					
P265A	B Rocker Arm Actuator Position Sensor Circuit (Bank 1)																					
P265B	B Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 1)																					
P265C	B Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)																					
P265D	B Rocker Arm Actuator Position Sensor Circuit High (Bank 1)																					
P265E	B Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 1)																					
P265F																						
P2660	B Rocker Arm Actuator Control Circuit / Open (Bank 2)																					
P2661	B Rocker Arm Actuator Control System Performance/Stuck Off (Bank 2)																					
P2662	B Rocker Arm Actuator Control System Stuck On (Bank 2)																					
P2663	B Rocker Arm Actuator Control Circuit Low (Bank 2)																					
P2664	B Rocker Arm Actuator Control Circuit High (Bank 2)																					
P2665	Fuel Shutoff Valve "B" Control Circuit / Open	G																				
P2666	Fuel Shutoff Valve "B" Control Circuit Low																					
P2667	Fuel Shutoff Valve "B" Control Circuit High																					
P2668	Fuel Indicator Lamp Control Circuit																					
P2669	Actuator Supply Voltage "B" Circuit / Open				T*																	
P266A	A Rocker Arm Actuator Position Sensor Circuit (Bank 2)																					
P266B	A Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 2)																					
P266C	A Rocker Arm Actuator Position Sensor Circuit Low (Bank 2)																					
P266D	A Rocker Arm Actuator Position Sensor Circuit High (Bank 2)																					
P266E	A Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 2)																					
P266F																						
P2670	Actuator Supply Voltage "B" Circuit Low																					
P2671	Actuator Supply Voltage "B" Circuit High				T																	
P2672	Injection Pump Timing Offset																					
P2673	Injection Pump Timing Calibration Not Learned																					
P2674	Injection Pump Fuel Calibration Not Learned																					
P2675	Air Cleaner Inlet Control Circuit / Open																					
P2676	Air Cleaner Inlet Control Circuit Low										M											
P2677	Air Cleaner Inlet Control Circuit High										M											
P2678	Coolant Degassing Valve Control Circuit / Open																					
P2679	Coolant Degassing Valve Control Circuit Low																					
P267A	B Rocker Arm Actuator Position Sensor Circuit (Bank 2)																					
P267B	B Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 2)																					
P267C	B Rocker Arm Actuator Position Sensor Circuit Low (Bank 2)																					
P267D	B Rocker Arm Actuator Position Sensor Circuit High (Bank 2)																					
P267E	B Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 2)																					
P267F																						
P2680	Coolant Degassing Valve Control Circuit High																					
P2681	Engine Coolant Bypass Valve Control Circuit / Open																					
P2682	Engine Coolant Bypass Valve Control Circuit Low																					
P2683	Engine Coolant Bypass Valve Control Circuit High																					
P2684	Actuator Supply Voltage "C" Circuit / Open				T*																	
P2685	Actuator Supply Voltage "C" Circuit Low																					
P2686	Actuator Supply Voltage "C" Circuit High				T																	
P2687	Fuel Supply Heater Control Circuit / Open																					
P2688	Fuel Supply Heater Control Circuit Low																	D*				
P2689	Fuel Supply Heater Control Circuit High																	D*				
P268A	Fuel Injector Calibration Not Learned/Programmed																	D				
P268B	High Pressure Fuel Pump Calibration Not Learned/Programmed																	D				
P268C	Cylinder 1 Injector Data Incompatible																	D				
P268D	Cylinder 2 Injector Data Incompatible																	D				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P268E	Cylinder 3 Injector Data Incompatible																	D				
P268F	Cylinder 4 Injector Data Incompatible																	D				
P2690	Cylinder 5 Injector Data Incompatible																	D				
P2691	Cylinder 6 Injector Data Incompatible																					
P2692	Cylinder 7 Injector Data Incompatible																					
P2693	Cylinder 8 Injector Data Incompatible																					
P2694	Cylinder 9 Injector Data Incompatible																					
P2695	Cylinder 10 Injector Data Incompatible																					
P2696	Injector Data Incompatible																					
P2697	Exhaust Aftertreatment Fuel Injector "A" Circuit / Open																					
P2698	Exhaust Aftertreatment Fuel Injector "A" Performance																					
P2699	Exhaust Aftertreatment Fuel Injector "A" Circuit Low																					
P269A	Exhaust Aftertreatment Fuel Injector "A" Circuit High																					
P269B	Exhaust Aftertreatment Glow Plug Control Circuit / Open																					
P269C	Exhaust Aftertreatment Glow Plug Control Performance																					
P269D	Exhaust Aftertreatment Glow Plug Control Circuit Low																					
P269E	Exhaust Aftertreatment Glow Plug Control Circuit High																					
P269F	Exhaust Aftertreatment Glow Plug Circuit / Open																					
P26A0	Exhaust Aftertreatment Glow Plug Performance																					
P26A1	Exhaust Aftertreatment Glow Plug Circuit Low																					
P26A2	Exhaust Aftertreatment Glow Plug Circuit High																					
	Transmission																					
P2700	Transmission Friction Element "A" Apply Time Range/Performance							D^														
P2701	Transmission Friction Element "B" Apply Time Range/Performance							D^														
P2702	Transmission Friction Element "C" Apply Time Range/Performance							D^														
P2703	Transmission Friction Element "D" Apply Time Range/Performance							D^														
P2704	Transmission Friction Element "E" Apply Time Range/Performance							D^														
P2705	Transmission Friction Element "F" Apply Time Range/Performance				T																	
P2706	Shift Solenoid "F"																					
P2707	Shift Solenoid "F" Performance/Stuck Off																					
P2708	Shift Solenoid "F" Stuck On																					
P2709	Shift Solenoid "F" Electrical																					
P2710	Shift Solenoid "F" Intermittent																					
P2711	Unexpected Mechanical Gear Disengagement																					
P2712	Hydraulic Pressure Unit Leakage																					
P2713	Pressure Control Solenoid "D"																					
P2714	Pressure Control Solenoid "D" Performance/Stuck Off				T*																	
P2715	Pressure Control Solenoid "D" Stuck On				T*																	
P2716	Pressure Control Solenoid "D" Electrical																					
P2717	Pressure Control Solenoid "D" Intermittent																					
P2718	Pressure Control Solenoid "D" Control Circuit / Open																					
P2719	Pressure Control Solenoid "D" Control Circuit Range/Performance				T*																	
P2720	Pressure Control Solenoid "D" Control Circuit Low				T*																	
P2721	Pressure Control Solenoid "D" Control Circuit High				T*																	
P2722	Pressure Control Solenoid "E"																					
P2723	Pressure Control Solenoid "E" Performance/Stuck Off																					
P2724	Pressure Control Solenoid "E" Stuck On																					
P2725	Pressure Control Solenoid "E" Electrical																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2726	Pressure Control Solenoid "E" Intermittent																					
P2727	Pressure Control Solenoid "E" Control Circuit / Open																					
P2728	Pressure Control Solenoid "E" Control Circuit Range/Performance																					
P2729	Pressure Control Solenoid "E" Control Circuit Low																					
P2730	Pressure Control Solenoid "E" Control Circuit High																					
P2731	Pressure Control Solenoid "F"																					
P2732	Pressure Control Solenoid "F" Performance/Stuck Off																					
P2733	Pressure Control Solenoid "F" Stuck On																					
P2734	Pressure Control Solenoid "F" Electrical																					
P2735	Pressure Control Solenoid "F" Intermittent																					
P2736	Pressure Control Solenoid "F" Control Circuit / Open																					
P2737	Pressure Control Solenoid "F" Control Circuit Range/Performance																					
P2738	Pressure Control Solenoid "F" Control Circuit Low																					
P2739	Pressure Control Solenoid "F" Control Circuit High																					
P273A	Transmission Friction Element "G" Apply Time Range/Performance																					
P273B	Transmission Friction Element "H" Apply Time Range/Performance																					
P273C																						
P273D																						
P273E																						
P273F																						
P2740	Transmission Fluid Temperature Sensor "B" Circuit																					
P2741	Transmission Fluid Temperature Sensor "B" Circuit Range/Performance																					
P2742	Transmission Fluid Temperature Sensor "B" Circuit Low																					
P2743	Transmission Fluid Temperature Sensor "B" Circuit High																					
P2744	Transmission Fluid Temperature Sensor "B" Circuit Intermittent																					
P2745	Intermediate Shaft Speed Sensor "B" Circuit																					
P2746	Intermediate Shaft Speed Sensor "B" Circuit Range/Performance				T*																	
P2747	Intermediate Shaft Speed Sensor "B" Circuit No Signal																					
P2748	Intermediate Shaft Speed Sensor "B" Circuit Intermittent				T*																	
P2749	Intermediate Shaft Speed Sensor "C" Circuit																					
P2750	Intermediate Shaft Speed Sensor "C" Circuit Range/Performance																					
P2751	Intermediate Shaft Speed Sensor "C" Circuit No Signal																					
P2752	Intermediate Shaft Speed Sensor "C" Circuit Intermittent																					
P2753	Transmission Fluid Cooler Control Circuit / Open	G																				
P2754	Transmission Fluid Cooler Control Circuit Low							D														
P2755	Transmission Fluid Cooler Control Circuit High							D														
P2756	Torque Converter Clutch Pressure Control Solenoid																					
P2757	Torque Converter Clutch Pressure Control Solenoid Control Circuit Perf or Stuck Off				T																	
P2758	Torque Converter Clutch Pressure Control Solenoid Stuck On				T																	
P2759	Torque Converter Clutch Pressure Control Solenoid Electrical																					
P2760	Torque Converter Clutch Pressure Control Solenoid Intermittent																					
P2761	Torque Converter Clutch Pressure Control Solenoid Control Circuit / Open																					
P2762	Torque Converter Clutch Pressure Control Solenoid Control Circuit Range / Perf				T*																	
P2763	Torque Converter Clutch Pressure Control Solenoid Control Circuit High				T*	t																
P2764	Torque Converter Clutch Pressure Control Solenoid Control Circuit Low				T*	t																
P2765	Input / Turbine Speed Sensor "B" Circuit				T*																	
P2766	Input / Turbine Speed Sensor "B" Circuit Range / Performance				T																	
P2767	Input / Turbine Speed Sensor "B" Circuit No Signal																					
P2768	Input / Turbine Speed Sensor "B" Circuit Intermittent																					
P2769	Torque Converter Clutch Circuit Low																					
P2770	Torque Converter Clutch Circuit High																					
P2771	Four Wheel Drive (4WD) Low Switch Circuit																					
P2772	Four Wheel Drive (4WD) Low Switch Circuit Range/Performance																					
P2773	Four Wheel Drive (4WD) Low Switch Circuit Low																					
P2774	Four Wheel Drive (4WD) Low Switch Circuit High																					
P2775	Upshift Switch Circuit Range/Performance																					
P2776	Upshift Switch Circuit Low																					
P2777	Upshift Switch Circuit High																					
P2778	Upshift Switch Circuit Intermittent/Erratic																					
P2779	Downshift Switch Circuit Range/Performance																					
P2780	Downshift Switch Circuit Low																					
P2781	Downshift Switch Circuit High																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2782	Downshift Switch Circuit Intermittent/Erratic																					
P2783	Torque Converter Temperature Too High				T																	
P2784	Input / Turbine Speed Sensor "A" / "B" Correlation																					
P2785	Clutch Actuator Temperature Too High																					
P2786	Gear Shift Actuator Temperature Too High																					
P2787	Clutch Temperature Too High																					
P2788	Auto Shift Manual Adaptive Learning at Limit																					
P2789	Clutch "A" Adaptive Learning at Limit																					
P278A	Kick Down Switch Circuit																					
P278B	Kick Down Switch Circuit Range/Performance																					
P278C	Kick Down Switch Circuit Low																					
P278D	Kick Down Switch Circuit High																					
P278E	Kick Down Switch Circuit Intermittent/Erratic																					
P278F	Clutch "B" Adaptive Learning at Limit																					
P2790	Gate Select Direction Circuit																					
P2791	Gate Select Direction Circuit Low																					
P2792	Gate Select Direction Circuit High																					
P2793	Gear Shift Direction Circuit																					
P2794	Gear Shift Direction Circuit Low																					
P2795	Gear Shift Direction Circuit High																					
P2796	Auxiliary Transmission Fluid Pump Control Circuit																					
P2797	Auxiliary Transmission Fluid Pump Circuit Performance																					
P2798	Auxiliary Transmission Fluid Pump Control Circuit Low																					
P2799	Auxiliary Transmission Fluid Pump Control Circuit High																					
P279A	Transfer Case Gear High Incorrect Ratio																					
P279B	Transfer Case Gear Low Incorrect Ratio																					
P279C	Transfer Case Gear Incorrect Incorrect Ratio																					
P279D	Four Wheel Drive (4WD) Range Signal Circuit																					
P279E	Four Wheel Drive (4WD) Range Signal Circuit Range Performance																					
P279F	Four Wheel Drive (4WD) Range Signal Circuit Low																					
P27A0	Four Wheel Drive (4WD) Range Signal Circuit High																					
	Transmission																					
P2800	Transmission Range Sensor "B" Circuit (PRNDL Input)	G	g	g																		
P2801	Transmission Range Sensor "B" Circuit Range/Performance	G	g	g																		
P2802	Transmission Range Sensor "B" Circuit Low	G	g	g																		
P2803	Transmission Range Sensor "B" Circuit High	G	g	g																		
P2804	Transmission Range Sensor "B" Circuit Intermittent																					
P2805	Transmission Range Sensor "A" / "B" Correlation	G	g	g																		
P2806	Transmission Range Sensor Alignment	G			T																	
P2807	Pressure Control Solenoid "G"																					
P2808	Pressure Control Solenoid "G" Performance/Stuck Off																					
P2809	Pressure Control Solenoid "G" Stuck On																					
P2810	Pressure Control Solenoid "G" Electrical																					
P2811	Pressure Control Solenoid "G" Intermittent																					
P2812	Pressure Control Solenoid "G" Control Circuit / Open																					
P2813	Pressure Control Solenoid "G" Control Circuit Range/Performance																					
P2814	Pressure Control Solenoid "G" Control Circuit Low																					
P2815	Pressure Control Solenoid "G" Control Circuit High																					
P2816	Pressure Control Solenoid "H"																					
P2817	Pressure Control Solenoid "H" Performance/Stuck Off																					
P2818	Pressure Control Solenoid "H" Stuck On																					
P2819	Pressure Control Solenoid "H" Electrical																					
P281A	Pressure Control Solenoid "H" Intermittent																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P281B	Pressure Control Solenoid "H" Control Circuit / Open																					
P281C	Pressure Control Solenoid "H" Control Circuit Range/Performance																					
P281D	Pressure Control Solenoid "H" Control Circuit Low																					
P281E	Pressure Control Solenoid "H" Control Circuit High																					
P281F	Pressure Control Solenoid "J"																					
P2820	Pressure Control Solenoid "J" Performance/Stuck Off																					
P2821	Pressure Control Solenoid "J" Stuck On																					
P2822	Pressure Control Solenoid "J" Electrical																					
P2823	Pressure Control Solenoid "J" Intermittent																					
P2824	Pressure Control Solenoid "J" Control Circuit / Open																					
P2825	Pressure Control Solenoid "J" Control Circuit Range/Performance																					
P2826	Pressure Control Solenoid "J" Control Circuit Low																					
P2827	Pressure Control Solenoid "J" Control Circuit High																					
P2828	Pressure Control Solenoid "K"																					
P2829	Pressure Control Solenoid "K" Performance/Stuck Off																					
P282A	Pressure Control Solenoid "K" Stuck On																					
P282B	Pressure Control Solenoid "K" Electrical																					
P282C	Pressure Control Solenoid "K" Intermittent																					
P282D	Pressure Control Solenoid "K" Control Circuit / Open																					
P282E	Pressure Control Solenoid "K" Control Circuit Range/Performance																					
P282F	Pressure Control Solenoid "K" Control Circuit Low																					
P2830	Pressure Control Solenoid "K" Control Circuit High																					
P2831	Shift Fork "A" Position Circuit				T*																	
P2832	Shift Fork "A" Position Circuit Range/Performance				T*																	
P2833	Shift Fork "A" Position Circuit Low				T*																	
P2834	Shift Fork "A" Position Circuit High				T*																	
P2835	Shift Fork "A" Position Circuit Intermittent				T*																	
P2836	Shift Fork "B" Position Circuit				T*																	
P2837	Shift Fork "B" Position Circuit Range/Performance				T*																	
P2838	Shift Fork "B" Position Circuit Low				T*																	
P2839	Shift Fork "B" Position Circuit High				T*																	
P283A	Shift Fork "B" Position Circuit Intermittent				T*																	
P283B	Shift Fork "C" Position Circuit				T*																	
P283C	Shift Fork "C" Position Circuit Range/Performance				T*																	
P283D	Shift Fork "C" Position Circuit Low				T*																	
P283E	Shift Fork "C" Position Circuit High				T*																	
P283F	Shift Fork "C" Position Circuit Intermittent				T*																	
P2840	Shift Fork "D" Position Circuit				T*																	
P2841	Shift Fork "D" Position Circuit Range/Performance				T*																	
P2842	Shift Fork "D" Position Circuit Low				T*																	
P2843	Shift Fork "D" Position Circuit High				T*																	
P2844	Shift Fork "D" Position Circuit Intermittent				T*																	
P2845	Shift Fork "A" Position Sensor Incorrect Neutral Position Indicated				T*																	
P2846	Shift Fork "B" Position Sensor Incorrect Neutral Position Indicated				T*																	
P2847	Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated				T*																	
P2848	Shift Fork "D" Position Sensor Incorrect Neutral Position Indicated				T*																	
P2849	Shift Fork "A" Stuck				T*																	
P284A	Shift Fork "B" Stuck				T*																	
P284B	Shift Fork "C" Stuck				T*																	
P284C	Shift Fork "D" Stuck				T*																	
P284D	Shift Fork "A" Unrequested Movement				T*																	
P284E	Shift Fork "B" Unrequested Movement				T*																	
P284F	Shift Fork "C" Unrequested Movement				T*																	
P2850	Shift Fork "D" Unrequested Movement				T*																	
P2851	Shift Fork Position Sensor "A" / "B" Correlation				T*																	
P2852	Shift Fork Position Sensor "C" / "D" Correlation				T*																	
P2853	Clutch "A" Pressure Discharge Performance				T*																	
P2854	Clutch "B" Pressure Discharge Performance				T*																	
P2855	Clutch "A" Pressure Charge Performance				T*																	
P2856	Clutch "B" Pressure Charge Performance																					
P2857	Clutch "A" Pressure Engagement Performance				T*																	
P2858	Clutch "B" Pressure Engagement Performance																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2859	Clutch "A" Pressure Disengagement Performance				T*																	
P285A	Clutch "B" Pressure Disengagement Performance				T*																	
P285B																						
P285C																						
P285D																						
P285E																						
P285F																						
P2860																						
P2861																						
P2862																						
P2862																						
P2864																						
P2865																						
P2866																						
P2867																						
P2868																						
P2869																						
P286A																						
P286B																						
P286C																						
P286D																						
P286E																						
P286F																						
	Fuel and Air Metering and Auxiliary Emission Controls																					
P2A00	O2 Sensor Circuit Range / Performance (Bank 1 Sensor 1)																					
P2A01	O2 Sensor Circuit Range / Performance (Bank 1 Sensor 2)																					
P2A02	O2 Sensor Circuit Range / Performance (Bank 1 Sensor 3)																					
P2A03	O2 Sensor Circuit Range / Performance (Bank 2 Sensor 1)																					
P2A04	O2 Sensor Circuit Range / Performance (Bank 2 Sensor 2)																					
P2A05	O2 Sensor Circuit Range / Performance (Bank 2 Sensor 3)																					
P2A06	O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 1)																					
P2A07	O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 2)																					
P2A08	O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 3)																					
P2A09	O2 Sensor Circuit Negative Voltage (Bank 2 Sensor 1)																					
P2A10	O2 Sensor Circuit Negative Voltage (Bank 2 Sensor 2)																					
P2A11	O2 Sensor Circuit Negative Voltage (Bank 2 Sensor 3)																					
P2A12																						
P2A13																						
P2A14																						
P2A15																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P2BA7	NOx Exceedance - Empty Reagent Tank																					
P2BA8	NOx Exceedance - Interruption of Reagent Dosing Activity																					
P2BA9	NOx Exceedance - Insufficient Reagent Quality																					
P2BAA	NOx Exceedance - Low Reagent Consumption																					
P2BAB	NOx Exceedance - Incorrect EGR Flow																					
P2BAC	NOx Exceedance - Deactivation of EGR																					
P2BAD	NOx Exceedance - Root Cause Unknown																					
P2BAE	NOx Exceedance - NOx Control Monitoring System																					
	Cylinder Deactivation																					
P3400	Cylinder Deactivation System (Bank 1)																					
P3401	Cylinder 1 Deactivation/Intake Valve Control Circuit / Open																					
P3402	Cylinder 1 Deactivation/Intake Valve Control Circuit Performance																					
P3403	Cylinder 1 Deactivation/Intake Valve Control Circuit Low																					
P3404	Cylinder 1 Deactivation/Intake Valve Control Circuit High																					
P3405	Cylinder 1 Exhaust Valve Control Circuit																					
P3406	Cylinder 1 Exhaust Valve Control Circuit Performance																					
P3407	Cylinder 1 Exhaust Valve Control Circuit Low																					
P3408	Cylinder 1 Exhaust Valve Control Circuit High																					
P3409	Cylinder 2 Deactivation/Intake Valve Control Circuit / Open																					
P3410	Cylinder 2 Deactivation/Intake Valve Control Circuit Performance																					
P3411	Cylinder 2 Deactivation/Intake Valve Control Circuit Low																					
P3412	Cylinder 2 Deactivation/Intake Valve Control Circuit High																					
P3413	Cylinder 2 Exhaust Valve Control Circuit																					
P3414	Cylinder 2 Exhaust Valve Control Circuit Performance																					
P3415	Cylinder 2 Exhaust Valve Control Circuit Low																					
P3416	Cylinder 2 Exhaust Valve Control Circuit High																					
P3417	Cylinder 3 Deactivation/Intake Valve Control Circuit / Open																					
P3418	Cylinder 3 Deactivation/Intake Valve Control Circuit Performance																					
P3419	Cylinder 3 Deactivation/Intake Valve Control Circuit Low																					
P3420	Cylinder 3 Deactivation/Intake Valve Control Circuit High																					
P3421	Cylinder 3 Exhaust Valve Control Circuit																					
P3422	Cylinder 3 Exhaust Valve Control Circuit Performance																					
P3423	Cylinder 3 Exhaust Valve Control Circuit Low																					
P3424	Cylinder 3 Exhaust Valve Control Circuit High																					
P3425	Cylinder 4 Deactivation/Intake Valve Control Circuit / Open																					
P3426	Cylinder 4 Deactivation/Intake Valve Control Circuit Performance																					
P3427	Cylinder 4 Deactivation/Intake Valve Control Circuit Low																					
P3428	Cylinder 4 Deactivation/Intake Valve Control Circuit High																					
P3429	Cylinder 4 Exhaust Valve Control Circuit																					
P3430	Cylinder 4 Exhaust Valve Control Circuit Performance																					
P3431	Cylinder 4 Exhaust Valve Control Circuit Low																					
P3432	Cylinder 4 Exhaust Valve Control Circuit High																					
P3433	Cylinder 5 Deactivation/Intake Valve Control Circuit / Open																					
P3434	Cylinder 5 Deactivation/Intake Valve Control Circuit Performance																					
P3435	Cylinder 5 Deactivation/Intake Valve Control Circuit Low																					
P3436	Cylinder 5 Deactivation/Intake Valve Control Circuit High																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P3437	Cylinder 5 Exhaust Valve Control Circuit																					
P3438	Cylinder 5 Exhaust Valve Control Circuit Performance																					
P3439	Cylinder 5 Exhaust Valve Control Circuit Low																					
P3440	Cylinder 5 Exhaust Valve Control Circuit High																					
P3441	Cylinder 6 Deactivation/Intake Valve Control Circuit / Open																					
P3442	Cylinder 6 Deactivation/Intake Valve Control Circuit Performance																					
P3443	Cylinder 6 Deactivation/Intake Valve Control Circuit Low																					
P3444	Cylinder 6 Deactivation/Intake Valve Control Circuit High																					
P3445	Cylinder 6 Exhaust Valve Control Circuit																					
P3446	Cylinder 6 Exhaust Valve Control Circuit Performance																					
P3447	Cylinder 6 Exhaust Valve Control Circuit Low																					
P3448	Cylinder 6 Exhaust Valve Control Circuit High																					
P3449	Cylinder 7 Deactivation/Intake Valve Control Circuit / Open																					
P3450	Cylinder 7 Deactivation/Intake Valve Control Circuit Performance																					
P3451	Cylinder 7 Deactivation/Intake Valve Control Circuit Low																					
P3452	Cylinder 7 Deactivation/Intake Valve Control Circuit High																					
P3453	Cylinder 7 Exhaust Valve Control Circuit																					
P3454	Cylinder 7 Exhaust Valve Control Circuit Performance																					
P3455	Cylinder 7 Exhaust Valve Control Circuit Low																					
P3456	Cylinder 7 Exhaust Valve Control Circuit High																					
P3457	Cylinder 8 Deactivation/Intake Valve Control Circuit / Open																					
P3458	Cylinder 8 Deactivation/Intake Valve Control Circuit Performance																					
P3459	Cylinder 8 Deactivation/Intake Valve Control Circuit Low																					
P3460	Cylinder 8 Deactivation/Intake Valve Control Circuit High																					
P3461	Cylinder 8 Exhaust Valve Control Circuit																					
P3462	Cylinder 8 Exhaust Valve Control Circuit Performance																					
P3463	Cylinder 8 Exhaust Valve Control Circuit Low																					
P3464	Cylinder 8 Exhaust Valve Control Circuit High																					
P3465	Cylinder 9 Deactivation/Intake Valve Control Circuit / Open																					
P3466	Cylinder 9 Deactivation/Intake Valve Control Circuit Performance																					
P3467	Cylinder 9 Deactivation/Intake Valve Control Circuit Low																					
P3468	Cylinder 9 Deactivation/Intake Valve Control Circuit High																					
P3469	Cylinder 9 Exhaust Valve Control Circuit																					
P3470	Cylinder 9 Exhaust Valve Control Circuit Performance																					
P3471	Cylinder 9 Exhaust Valve Control Circuit Low																					
P3472	Cylinder 9 Exhaust Valve Control Circuit High																					
P3473	Cylinder 10 Deactivation/Intake Valve Control Circuit / Open																					
P3474	Cylinder 10 Deactivation/Intake Valve Control Circuit Performance																					
P3475	Cylinder 10 Deactivation/Intake Valve Control Circuit Low																					
P3476	Cylinder 10 Deactivation/Intake Valve Control Circuit High																					
P3477	Cylinder 10 Exhaust Valve Control Circuit																					
P3478	Cylinder 10 Exhaust Valve Control Circuit Performance																					
P3479	Cylinder 10 Exhaust Valve Control Circuit Low																					
P3480	Cylinder 10 Exhaust Valve Control Circuit High																					
P3481	Cylinder 11 Deactivation/Intake Valve Control Circuit / Open																					
P3482	Cylinder 11 Deactivation/Intake Valve Control Circuit Performance																					
P3483	Cylinder 11 Deactivation/Intake Valve Control Circuit Low																					
P3484	Cylinder 11 Deactivation/Intake Valve Control Circuit High																					
P3485	Cylinder 11 Exhaust Valve Control Circuit																					
P3486	Cylinder 11 Exhaust Valve Control Circuit Performance																					
P3487	Cylinder 11 Exhaust Valve Control Circuit Low																					
P3488	Cylinder 11 Exhaust Valve Control Circuit High																					
P3489	Cylinder 12 Deactivation/Intake Valve Control Circuit / Open																					
P3490	Cylinder 12 Deactivation/Intake Valve Control Circuit Performance																					
P3491	Cylinder 12 Deactivation/Intake Valve Control Circuit Low																					
P3492	Cylinder 12 Deactivation/Intake Valve Control Circuit High																					
P3493	Cylinder 12 Exhaust Valve Control Circuit																					
P3494	Cylinder 12 Exhaust Valve Control Circuit Performance																					
P3495	Cylinder 12 Exhaust Valve Control Circuit Low																					
P3496	Cylinder 12 Exhaust Valve Control Circuit High																					
P3497	Cylinder Deactivation System (Bank 2)																					
P3498																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P3499																						
	GEM Module DTCs																					
B1342	GEM Defective	G	g	g																		
B1355	Ignition Run Circuit Open or Short To Ground		g	g																		
B1359	Ignition Run/Acc Circuit Open Or Short To Ground	G	g	g																		
B1365	Ignition Start Circuit Short To Battery	G	g	g																		
P0500	Vehicle Speed Signal Not Detected	G																				
B1483	Brake Pedal Input Circuit Failure	G	g	g																		
B1485	Brake Pedal Input Short To Battery	G	g	g																		
	PATS System DTCs																					
B1213	Less Than Two Keys Programmed to the PATS Control							D			M				E			D				
B1232	Antenna Not Connected																					
B1342	ECU is Faulted							D			M											
B1600	No PATS Key Read by the PATS Control							D			M				E			D				
B1601	Unprogrammed PATS Key							D			M				E			D				
B1602	Partial PATS Key was Read							D			M				E			D				
B1681	PATS Transceiver Signal Is Not Being Received by the PATS Control							D			M				E			D				
B2103	Antenna Not Connected							D			M				E			D				
B2139	PCM_ID Does Not Match between PCM and PATS														E			D				
B2141	No-Volatile Memory Configuration Failure														E			D				
B2431	Key Programming Error							D			M				E			D				
P1260	Theft Detected, Vehicle Immobilized	G						D				J			E				U			
U1147	SCP (J1850) Invalid or Missing Data for Vehicle Security																					
U2510	CAN - Invalid data for Vehicle Security														E							
U2511	CAN - Data Mis-Match (Receive data does not match expected)																					
	Alternative Fuel Control Module DTCs																					
B1219	Fuel Tank Pressure Sensor Circuit	G																				
B1220	Fuel Tank Pressure Sensor Circuit Open	G																				
B1317	Battery Voltage High	G																				
B1318	Battery Voltage Low	G																				
U1011	SCP (J1850) Invalid or Missing Data for Engine Air Intake	G																				
U1260	SCP (J1850) Single Ended (+) Circuit Failure	G																				
U1261	SCP (J1850) Single Ended (-) Circuit Failure	G																				
U1262	SCP (J1850) Communication Bus Fault	G																				
	4x4 Control Module DTCs																					
C1728	Transfer Case unable to transition between 2H and 4H	G																				
C1729	Transfer Case unable to transition between 4H and 4L	G																				
C1970	4x4 Low Mode Switch LED Short To Battery	G	g	g																		
C1971	4x4 Low Mode Switch LED Circuit Failure	G	g	g																		
C1979	IWE Solenoid Circuit Failure	G	g	g																		
C1980	IWE Solenoid Short to Battery	G	g	g																		
B1317	Battery Voltage High	G	g	g																		
B1318	Battery Voltage Low	G	g	g																		
B1319	Driver Door Ajar Circuit Failure	G																				
B1322	Driver Door Ajar Circuit Short To Ground	G	g	g																		
B1342	ECU Is Faulted	G	g	g																		
B1355	Ignition Run Circuit Failure		g	g																		
B1359	Ignition Run/Acc Circuit Failure		g	g																		
B1483	Brake Pedal Input Circuit Failure	G	g	g																		
B1485	Brake Pedal Input Circuit Battery Short		g	g																		
B1555	Ignition Run/Start Circuit Failure	G	g	g																		
B2105	Throttle Position Input Out of Range Low	G	g	g																		
B2106	Throttle Position Input Out of Range High	G	g	g																		
U1900	CAN Communication Bus Fault - Receive Error	G																				
U1950	UBP Communication Bus Fault	G																				
U2023	Fault Received From External Node	G																				

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U2051	One or More Calibration Files Missing / Corrupt																					
U2306	UBP Invalid Data From Node ID $60	G																				
U2226	UBP Invalid Data From Node ID $10	G																				
	Standalone Transmission Control Module DTCs																					
C1218	ABS Lamp Warning Out Circuit Failure				T																	
C1222	Wheel Speed Mismatch				T																	
C1233	Wheel Speed LF Input Signal Missing																					
C1296	Wheel Speed LF Signal Fault				T																	
C1297	Wheel Speed RF Signal Fault				T																	
C1298	Wheel Speed RR Signal Fault				T																	
C1299	Wheel Speed LR Signal Fault				T																	
C1943	Airbag Deployment Indication Input Fault																	D				
C1994	ESP Continuous Operation Fault																	D				
	Network - Electrical																					
U0001	High Speed CAN Communication Bus	G			T			D	d	d					E*			D				
U0002	High Speed CAN Communication Bus Performance				T*			D	d	d												
U0003	High Speed CAN Communication Bus (+) Open																					
U0004	High Speed CAN Communication Bus (+) Low																					
U0005	High Speed CAN Communication Bus (+) High																					
U0006	High Speed CAN Communication Bus (–) Open																					
U0007	High Speed CAN Communication Bus (–) Low																					
U0008	High Speed CAN Communication Bus (–) High																					
U0009	High Speed CAN Communication Bus (–) shorted to Bus (+)																					
U0010	Medium Speed CAN Communication Bus																					
U0011	Medium Speed CAN Communication Bus Performance																					
U0012	Medium Speed CAN Communication Bus (+) Open																					
U0013	Medium Speed CAN Communication Bus (+) Low																					
U0014	Medium Speed CAN Communication Bus (+) High																					
U0015	Medium Speed CAN Communication Bus (–) Open																					
U0016	Medium Speed CAN Communication Bus (–) Low																					
U0017	Medium Speed CAN Communication Bus (–) High																					
U0018	Medium Speed CAN Communication Bus (–) shorted to Bus (+)																					
U0019	Low Speed CAN Communication Bus																					
U0020	Low Speed CAN Communication Bus Performance																					
U0021	Low Speed CAN Communication Bus (+) Open																					
U0022	Low Speed CAN Communication Bus (+) Low																					
U0023	Low Speed CAN Communication Bus (+) High																					
U0024	Low Speed CAN Communication Bus (–) Open																					
U0025	Low Speed CAN Communication Bus (–) Low																					
U0026	Low Speed CAN Communication Bus (–) High																					
U0027	Low Speed CAN Communication Bus (–) shorted to Bus (+)																					
U0028	Vehicle Communication Bus A							D	d	d												
U0029	Vehicle Communication Bus "A" Performance							D	d	d												
U0030	Vehicle Communication Bus "A" (+) Open																					
U0031	Vehicle Communication Bus "A" (+) Low																					
U0032	Vehicle Communication Bus "A" (+) High																					
U0033	Vehicle Communication Bus "A" (–) Open																					
U0034	Vehicle Communication Bus "A" (–) Low																					
U0035	Vehicle Communication Bus "A" (–) High																					
U0036	Vehicle Communication Bus "A" (–) shorted to Bus "A" (+)																					
U0037	Vehicle Communication Bus "B"							D	d	d												
U0038	Vehicle Communication Bus "B" Performance																					
U0039	Vehicle Communication Bus "B" (+) Open																					
U0040	Vehicle Communication Bus "B" (+) Low																					
U0041	Vehicle Communication Bus "B" (+) High																					
U0042	Vehicle Communication Bus "B" (–) Open																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0043	Vehicle Communication Bus "B" (–) Low																					
U0044	Vehicle Communication Bus "B" (–) High																					
U0045	Vehicle Communication Bus "B" (–) shorted to Bus "B" (+)																					
U0046	Vehicle Communication Bus C																					
U0047	Vehicle Communication Bus "C" Performance																					
U0048	Vehicle Communication Bus "C" (+) Open																					
U0049	Vehicle Communication Bus "C" (+) Low																					
U0050	Vehicle Communication Bus "C" (+) High																					
U0051	Vehicle Communication Bus "C" (–) Open																					
U0052	Vehicle Communication Bus "C" (–) Low																					
U0053	Vehicle Communication Bus "C" (–) High																					
U0054	Vehicle Communication Bus "C" (–) shorted to Bus "C" (+)																					
U0055	Vehicle Communication Bus "D"																					
U0056	Vehicle Communication Bus "D" Performance																					
U0057	Vehicle Communication Bus "D" (+) Open																					
U0058	Vehicle Communication Bus "D" (+) Low																					
U0059	Vehicle Communication Bus "D" (+) High																					
U0060	Vehicle Communication Bus "D" (–) Open																					
U0061	Vehicle Communication Bus "D" (–) Low																					
U0062	Vehicle Communication Bus "D" (–) High																					
U0063	Vehicle Communication Bus "D" (–) shorted to Bus "D" (+)																					
U0064	Vehicle Communication Bus "E"																					
U0065	Vehicle Communication Bus "E" Performance																					
U0066	Vehicle Communication Bus "E" (+) Open																					
U0067	Vehicle Communication Bus "E" (+) Low																					
U0068	Vehicle Communication Bus "E" (+) High																					
U0069	Vehicle Communication Bus "E" (–) Open																					
U0070	Vehicle Communication Bus "E" (–) Low																					
U0071	Vehicle Communication Bus "E" (–) High																					
U0072	Vehicle Communication Bus "E" (–) shorted to Bus "E" (+)																					
U0073	Control Module Communication Bus "A" Off				T*			D*			M											
U0074	Control Module Communication Bus "B" Off																					
U0075																						
U0076																						
U0077																						
U0078																						
U0079																						
U0080																						
U0081																						
U0082																						
U0083																						
U0084																						
U0085																						
U0086																						
U0087																						
U0088																						
U0089																						
U0090																						
U0091																						
U0092																						
U0093																						
U0094																						
U0095																						
U0096																						
U0097																						
U0098																						
U0099																						
	Network - Communication																					
U0100	Lost Communication With ECM / PCM A				T*			D*	d		M							D				ECM
U0101	Lost Communication with TCM	G*						D*	d	d	M*				E			D				TCM
U0102	Lost Communication with Transfer Case Control Module				T						M											TCCM
U0103	Lost Communication With Gear Shift Control Module A				T																	GSM

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0104	Lost Communication With Cruise Control Module																					CCM
U0105	Lost Communication With Fuel Injector Control Module							D	d	d												FICM
U0106	Lost Communication With Glow Plug Control Module																					GPCM
U0107	Lost Communication With Throttle Actuator Control Module																					TACM
U0108	Lost Communication With Alternative Fuel Control Module	G*													E*							AFCM
U0109	Lost Communication With Fuel Pump Control Module	G	g	g																		FPCM
U010A	Lost Communication With Exhaust Gas Recirculation Control Module "A"																					
P010B	Lost Communication With Exhaust Gas Recirculation Control Module "B"																					
U010C	Lost Communication With Turbocharger/Supercharger Control Module "A"																					
U010D	Lost Communication With Turbocharger/Supercharger Control Module "B"																					
U010E	Lost Communication With Reductant Control Module																					
U010F	Lost Communication With Air Conditioning Control Module																					
U0110	Lost Communication With Drive Motor Control Module "A"																					DMCM
U0111	Lost Communication With Battery Energy Control Module "A"	G			T																	BECM
U0112	Lost Communication With Battery Energy Control Module "B"																					BECM
U0113	Lost Communication With Emissions Critical Control Information				T																	
U0114	Lost Communication with Four-Wheel Drive Clutch Control Module										M											
U0115	Lost Communication With ECM / PCM B																					
U0116	Lost Communication With Coolant Temperature Control Module																					
U0117	Lost Communication With PTO Control Module																					
U0118	Lost Communication With Fuel Additive Control Module																					
U0119	Lost Communication With Fuel Cell Control Module																					
U011A	Lost Communication With Exhaust Gas Sensor Module																					
U011B	Lost Communication With Rocker Arm Control Module A																					
U011C	Lost Communication With Rocker Arm Control Module B																					
U011D	Lost Communication With All Wheel Drive Control Module																					
U011E																						
U011F																						
U0120	Lost Communication With Starter / Generator Control Module										M											
U0121	Lost Communication With Anti-Lock Brake System (ABS) Control Module	G			T			D	d		M*				E*			D				ABSCM
U0122	Lost Communication With Vehicle Dynamics Control Module										M*				E							VDCM
U0123	Lost Communication With Yaw Rate Sensor Module										M*											YRS
U0124	Lost Communication With Lateral Acceleration Sensor Module																					LAS
U0125	Lost Communication With Multi-axis Acceleration Sensor Module																					MAS
U0126	Lost Communication With Steering Angle Sensor Module										M											SAS
U0127	Lost Communication With Tire Pressure Monitor Module																					TPM
U0128	Lost Communication With Park Brake Control Module																					PBCM
U0129	Lost Communication With Brake System Control Module	G			T																	BSCM
U012A																						
U012B																						
U012C																						
U012D																						
U012E																						
U012F																						
U0130	Lost Communication With Steering Effort Control Module																					SECM
U0131	Lost Communication With Power Steering Control Module										M											PSCM
U0132	Lost Communication With Suspension Control Module A																					RLCM
U0133	Lost Communication With Active Roll Control Module																					
U0134	Lost Communication With Power Steering Control Module - Rear																					
U0135	Lost Communication With Differential Control Module - Front																					
U0136	Lost Communication With Differential Control Module - Rear																					
U0137	Lost Communication With Trailer Brake Control Module							D	d													
U0138	Lost Communication with All Terrain Control Module																					
U0139	Lost Communication With Suspension Control Module B																					
U0140	Lost Communication With Body Control Module				T																	BCM
U0141	Lost Communication With Body Control Module "A"																					BCM
U0142	Lost Communication With Body Control Module "B"																					BCM
U0143	Lost Communication With Body Control Module "C"																					BCM
U0144	Lost Communication With Body Control Module "D"																					BCM
U0145	Lost Communication With Body Control Module "E"																					BCM
U0146	Lost Communication With Gateway "A"																					
U0147	Lost Communication With Gateway "B"																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0148	Lost Communication With Gateway "C"																					
U0149	Lost Communication With Gateway "D"																					
U0150	Lost Communication With Gateway "E"																					
U0151	Lost Communication With Restraints Control Module	G						D	d													RCM
U0152	Lost Communication With Side Restraints Control Module - Left																					SRCM - Left
U0153	Lost Communication With Side Restraints Control Module - Right																					SRCM - Right
U0154	Lost Communication with Restraints Occupant Classification System Module																					ROSCM
U0155	Lost Communication With Instrument Panel Cluster (IPC) Control Module	G*			T			D*	d	d	M*				E			D				IPCCM
U0156	Lost Communication With Information Center "A"																					
U0157	Lost Communication With Information Center "B"																					
U0158	Lost Communication With Head Up Display																					HUD
U0159	Lost Communication With Parking Assist Control Module A																					PACM
U0160	Lost Communication With Audible Alert Control Module																					AACM
U0161	Lost Communication With Compass Module																					
U0162	Lost Communication With Navigation Display Module																					NDM
U0163	Lost Communication With Navigation Control Module																					NCM
U0164	Lost Communication With HVAC Control Module																					HVACCM
U0165	Lost Communication With HVAC Control Module - Rear																					HVACCM Rear
U0166	Lost Communication With Auxiliary Heater Control Module							D	d													AHCM
U0167	Lost Communication With Vehicle Immobilizer Control Module																					VICM
U0168	Lost Communication With Vehicle Security Control Module																					VSCM
U0169	Lost Communication With Sunroof Control Module																					SCM
U016A	Lost Communication With Global Positioning System Module																					
U0170	Lost Communication With "Restraints System Sensor A"																					
U0171	Lost Communication With "Restraints System Sensor B"																					
U0172	Lost Communication With "Restraints System Sensor C"																					
U0173	Lost Communication With "Restraints System Sensor D"																					
U0174	Lost Communication With "Restraints System Sensor E"																					
U0175	Lost Communication With "Restraints System Sensor F"																					
U0176	Lost Communication With "Restraints System Sensor G"																					
U0177	Lost Communication With "Restraints System Sensor H"																					
U0178	Lost Communication With "Restraints System Sensor I"																					
U0179	Lost Communication With "Restraints System Sensor J"																					
U017A	Lost Communication With "Restraints System Sensor K"																					
U017B	Lost Communication With "Restraints System Sensor L"																					
U017C	Lost Communication With "Restraints System Sensor M"																					
U017D	Lost Communication With "Restraints System Sensor N"																					
U017E	Lost Communication With Seatbelt Pretensioner Module "A"																					
U017F	Lost Communication With Seatbelt Pretensioner Module "B"																					
U0180	Lost Communication With Automatic Lighting Control Module																					
U0181	Lost Communication With Headlamp Leveling Control Module																					
U0182	Lost Communication With Lighting Control Module - Front																					
U0183	Lost Communication With Lighting Control Module - Rear A																					
U0184	Lost Communication With Radio																					
U0185	Lost Communication With Antenna Control Module																					
U0186	Lost Communication With Audio Amplifier A																					
U0187	Lost Communication With Digital Disc Player/Changer Module A																					
U0188	Lost Communication With Digital Disc Player/Changer Module B																					
U0189	Lost Communication With Digital Disc Player/Changer Module C																					
U0190	Lost Communication With Digital Disc Player/Changer Module D																					
U0191	Lost Communication With Television																					
U0192	Lost Communication With Personal Computer																					
U0193	Lost Communication With Digital Audio Control Module A																					
U0194	Lost Communication With Digital Audio Control Module B																					
U0195	Lost Communication With Subscription Entertainment Receiver Module																					
U0196	Lost Communication With Entertainment Control Module - Rear A																					
U0197	Lost Communication With Telephone Control Module																					
U0198	Lost Communication With Telematic Control Module																					
U0199	Lost Communication With Door Control Module A																					
U0200	Lost Communication With Door Control Module B																					
U0201	Lost Communication With Door Control Module C																					
U0202	Lost Communication With Door Control Module D																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0203	Lost Communication With Door Control Module E																					
U0204	Lost Communication With Door Control Module F																					
U0205	Lost Communication With Door Control Module G																					
U0206	Lost Communication With Folding Top Control Module																					
U0207	Lost Communication With Moveable Roof Control Module																					
U0208	Lost Communication With Seat Control Module A																					
U0209	Lost Communication With Seat Control Module B																					
U0210	Lost Communication With Seat Control Module C																					
U0211	Lost Communication With Seat Control Module D																					
U0212	Lost Communication With Steering Column Control Module																					
U0213	Lost Communication With Mirror Control Module																					
U0214	Lost Communication With Remote Function Actuation																					
U0215	Lost Communication With Door Switch A																					
U0216	Lost Communication With Door Switch B																					
U0217	Lost Communication With Door Switch C																					
U0218	Lost Communication With Door Switch D																					
U0219	Lost Communication With Door Switch E																					
U0220	Lost Communication With Door Switch F																					
U0221	Lost Communication With Door Switch G																					
U0222	Lost Communication With Door Window Motor A																					
U0223	Lost Communication With Door Window Motor B																					
U0224	Lost Communication With Door Window Motor C																					
U0225	Lost Communication With Door Window Motor D																					
U0226	Lost Communication With Door Window Motor E																					
U0227	Lost Communication With Door Window Motor F																					
U0228	Lost Communication With Door Window Motor G																					
U0229	Lost Communication With Heated Steering Wheel Module																					
U0230	Lost Communication With Rear Gate Module																					
U0231	Lost Communication With Rain Sensing Module																					
U0232	Lost Communication With Side Obstacle Detection Control Module - Left																					
U0233	Lost Communication With Side Obstacle Detection Control Module - Right																					
U0234	Lost Communication With Convenience Recall Module																					
U0235	Lost Communication With Cruise Control Front Distance Range Sensor																					
U0236	Lost Communication With Column Lock Module																					
U0237	Lost Communication With Digital Audio Control Module C																					
U0238	Lost Communication With Digital Audio Control Module D																					
U0239	Lost Communication With Entrapment Control Module A																					
U023A	Lost Communication With Image Processing Module A																					
U023B	Lost Communication With Image Processing Module B																					
U023C	Lost Communication With Image Processing Module C																					
U023D																						
U023E																						
U023F																						
U0240	Lost Communication With Entrapment Control Module B																					
U0241	Lost Communication With Headlamp Control Module A																					
U0242	Lost Communication With Headlamp Control Module B																					
U0243	Lost Communication With Parking Assist Control Module B																					
U0244	Lost Communication With Running Board Control Module A																					
U0245	Lost Communication With Entertainment Control Module - Front																					
U0246	Lost Communication With Seat Control Module E																					
U0247	Lost Communication With Seat Control Module F																					
U0248	Lost Communication with Remote Accessory Module																					
U0249	Lost Communication With Entertainment Control Module - Rear B																					
U024A	Lost Communication With Interior Lighting Control Module																					
U0250	Lost Communication With Impact Clasification System Module																					
U0251	Lost Communication With Running Board Control Module B																					
U0252	Lost Communication With Lighting Control Module - Rear B																					
U0253	Lost Communication With Accessory Protocol Interface Module																					
U0254	Lost Communication With Remote Start Module																					
U0255	Lost Communication With Front Display Interface Module																					
U0256	Lost Communication With Front Controls Interface Module A																					
U0257	Lost Communication With Front Controls / Display Interface Module																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0258	Lost Communication With Radio Transceiver																					
U0259	Lost Communication With Special Purpose Vehicle Control Module A																					
U025A	Lost Communication With Special Purpose Vehicle Control Module B																					
U025B	Lost Communication With Special Purpose Vehicle Control Module C																					
U025C	Lost Communication With Special Purpose Vehicle Control Module D																					
U025D	Lost Communication With Front Controls Interface Module B																					
U025E																						
U025F																						
U0260	Lost Communication With Seat Control Switch Module A																					
U0261	Lost Communication With Seat Control Switch Module B																					
U0262	Lost Communication With Audio Amplifier B																					
U0263	Lost Communication With Speech Recognition Module																					
U0264	Lost Communication With Camera Module - Rear																					
U0265																						
U0266																						
U0267																						
U0268																						
U0269																						
U0270																						
U0271																						
U0272																						
U0273																						
U0274																						
U0275																						
U0276																						
U0277																						
U0278																						
U0279																						
U0280																						
U0281																						
U0282																						
U0283																						
U0284																						
U0285																						
U0286	Lost Communication With Radiator Anti Tamper Device																					
U0287	Lost Communication with Transmission Fluid Pump Module																					
U0288	Lost Communication With DC to AC Converter Control Module "A"																					
U0289	Lost Communication With DC to AC Converter Control Module "B"																					
U0290																						
U0291	Lost Communication With Gear Shift Control Module "B"																					
U0292	Lost Communication With Drive Motor Control Module "B"																					
U0293	Lost Communication with Hybrid Powertrain Control Module																					
U0294	Lost Communication with Powertrain Control Monitor Module				T																	
U0295	Lost Communication with AC to AC Converter Control Module																					
U0296	Lost Communication with AC to DC Converter Control Module "A"																					
U0297	Lost Communication with AC to DC Converter Control Module "B"																					
U0298	Lost Communication with DC to DC Converter Control Module "A"																					
U0299	Lost Communication with DC to DC Converter Control Module "B"																					
U029A	Lost Communication with Hybrid Battery Pack Sensor Module																					
U029B	Lost Communication With Drive Motor Control Module "C"																					
U029C	Lost Communication With Drive Motor Control Module "D"																					
U029D	Lost Communication With NOx Sensor "A"																					
U029E	Lost Communication With NOx Sensor "B"																					
U029F																						
	Network - Software Incompatibility																					
U0300	Internal Control Module Software Incompatibility	G*+	g	g																		
U0301	Software Incompatibility with Engine/Powertrain Control Module				T																	
U0302	Software Incompatibility with Transmission Control Module							D	d	d	M											
U0303	Software Incompatibility with Transfer Case Control Module																					
U0304	Software Incompatibility with Gear Shift Control Module "A"																					
U0305	Software Incompatibility with Cruise Control Module																					
U0306	Software Incompatibility with Fuel Injector Control Module							D	d	d												

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0307	Software Incompatibility with Glow Plug Control Module																					
U0308	Software Incompatibility with Throttle Actuator Control Module																					
U0309	Software Incompatibility with Alternative Fuel Control Module	G*																				
U0310	Software Incompatibility with Fuel Pump Control Module																					
U0311	Software Incompatibility with Drive Motor Control Module																					
U0312	Software Incompatibility with Battery Energy Control Module A																					
U0313	Software Incompatibility with Battery Energy Control Module B																					
U0314	Software Incompatibility with Four-Wheel Drive Clutch Control Module																					
U0315	Software Incompatibility with Anti-Lock Brake System Control Module																					
U0316	Software Incompatibility with Vehicle Dynamics Control Module																					
U0317	Software Incompatibility with Park Brake Control Module																					
U0318	Software Incompatibility with Brake System Control Module																					
U0319	Software Incompatibility with Steering Effort Control Module																					
U0320	Software Incompatibility with Power Steering Control Module																					
U0321	Software Incompatibility with Suspension Control Module A																					
U0322	Software Incompatibility with Body Control Module																					
U0323	Software Incompatibility with Instrument Panel Control Module																					
U0324	Software Incompatibility with HVAC Control Module																					
U0325	Software Incompatibility with Auxiliary Heater Control Module																					
U0326	Software Incompatibility with Vehicle Immobilizer Control Module																					
U0327	Software Incompatibility with Vehicle Security Control Module																					
U0328	Software Incompatibility with Steering Angle Sensor Module																					
U0329	Software Incompatibility with Steering Column Control Module																					
U0330	Software Incompatibility with Tire Pressure Monitor Module																					
U0331	Software Incompatibility with Body Control Module A																					
U0332	Software Incompatibility with Multi-axis Acceleration Sensor Module																					
U0333	Software Incompatibility with Gear Shift Control Module B																					
U0334	Software Incompatibililty with Radio																					
U0335	Software Incompatibililty with Hybrid Battery Pack Sensor Module																					
U0336	Software Incompatibililty with Restraints Control Module																					
	Network - Data																					
U0400	Invalid Data Received																					
U0401	Invalid Data Received from ECM/PCM A				T*																	
U0402	Invalid Data Received from TCM							D	d													
U0403	Invalid Data Received from Transfer Case Control Module																					
U0404	Invalid Data Received from Gear Shift Control Module A																					
U0405	Invalid Data Received from Cruise Control Module																	D				
U0406	Invalid Data Received from Fuel Injector Control Module																					
U0407	Invalid Data Received from Glow Plug Control Module																					
U0408	Invalid Data Received from Throttle Actuator Control Module																					
U0409	Invalid Data Received from Alternative Fuel Control Module														E*							
U040A	Invalid Data Received from Air Conditioning Control Module																					
U040B	Invalid Data Received from Exhaust Gas Recirculation Control Module A																					
U040C	Invalid Data Received from Exhaust Gas Recirculation Control Module B																					
U040D	Invalid Data Received from Turbocharger/Supercharger Control Module A																					
U040E	Invalid Data Received from Turbocharger/Supercharger Control Module B																					
U040F	Invalid Data Received from Reductant Control Module																					
U0410	Invalid Data Received from Fuel Pump Control Module																					
U0411	Invalid Data Received from Drive Motor Control Module A																					
U0412	Invalid Data Received from Battery Energy Control Module A																					
U0413	Invalid Data Received from Battery Energy Control Module B																					
U0414	Invalid Data Received from Four-Wheel Drive Clutch Control Module				T*																	
U0415	Invalid Data Received from Anti-Lock Brake System (ABS) Control Module				T*				D	d												
U0416	Invalid Data Received from Vehicle Dynamics Control Module																					
U0417	Invalid Data Received from Park Brake Control Module																					
U0418	Invalid Data Received from Brake System Control Module	G																				
U0419	Invalid Data Received from Steering Effort Control Module																					
U041A																						

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U041B	Invalid Data Received from Exhaust Gas Sensor Module																					
U041C	Invalid Data Received from Rocker Arm Control Module A																					
U041D	Invalid Data Received from Rocker Arm Control Module B																					
U041E	Invalid Data Received from All Wheel Drive Control Module																					
U041F																						
U0420	Invalid Data Received from Power Steering Control Module																					
U0421	Invalid Data Received from Suspension Control Module A																					
U0422	Invalid Data Received from Body Control Module																					
U0423	Invalid Data Received from Instrument Panel Control Module								D	d												
U0424	Invalid Data Received from HVAC Control Module																					
U0425	Invalid Data Received from Auxiliary Heater Control Module																					
U0426	Invalid Data Received from Vehicle Immobilizer Control Module																					
U0427	Invalid Data Received from Vehicle Security Control Module																					
U0428	Invalid Data Received from Steering Angle Sensor Module																					
U0429	Invalid Data Received from Steering Column Control Module																					
U042A																						
U042B																						
U042C																						
U042D																						
U042E																						
U042F																						
U0430	Invalid Data Received from Tire Pressure Monitor Module																					
U0431	Invalid Data Received from Body Control Module A																					
U0432	Invalid Data Received from Multi-axis Acceleration Sensor Module																					
U0433	Invalid Data Received from Cruise Control Front Distance Range Sensor																					
U0434	Invalid Data Received from Active Roll Control Module																					
U0435	Invalid Data Received From Power Steering Control Module - Rear																					
U0436	Invalid Data Received From Differential Control Module - Frint																					
U0437	Invalid Data Received From Differential Control Module - Rear																					
U0438	Invalid Data Received From Trailer Brake Control Module																					
U0439	Invalid Data Received From All Terrain Control Module																					
U043A	Invalid Data Received From Suspension Control Module B																					
U0440																						
U0441	Invalid Data Received From Emissions Critical Control Information				T*																	
U0442	Invalid Data Received From ECM/PCM B																					
U0443	Invalid Data Received From Body Control Module B																					
U0444	Invalid Data Received From Body Control Module C																					
U0445	Invalid Data Received From Body Control Module D																					
U0446	Invalid Data Received From Body Control Module E																					
U0447	Invalid Data Received From Gateway A																					
U0448	Invalid Data Received From Gateway B																					
U0449	Invalid Data Received From Gateway C																					
U0450	Invalid Data Received From Gateway D																					
U0451	Invalid Data Received From Gateway E																					
U0452	Invalid Data Received From Restraints Control Module																					
U0453	Invalid Data Received From Side Restraints Control Module - Left																					
U0454	Invalid Data Received From Side Restraints Control Module - Right																					
U0455	Invalid Data Received From Restraints Occupant Classification System Module																					
U0456	Invalid Data Received From Coolant Temperature Control Module																					
U0457	Invalid Data Received From Information Center A																					
U0458	Invalid Data Received From Information Center B																					
U0459	Invalid Data Received From Head Up Display																					
U045A	Invalid Data Received From Parking Assist Control Module A																					
U0460																						
U0461	Invalid Data Received From Audible Alert Control Module																					
U0462	Invalid Data Received From Compass Module																					
U0463	Invalid Data Received From Navigation Display Module																					
U0464	Invalid Data Received From Navigation Control Module																					
U0465	Invalid Data Received From PTO Control Module																					
U0466	Invalid Data Received From HVAC Control Module - Rear																					
U0467	Invalid Data Received From Fuel Additive Control Module																					
U0468	Invalid Data Received From Fuel Cell Control Module																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0469	Invalid Data Received From Starter / Generator Control Module																					
U046A	Invalid Data Received From Sunroof Control Module																					
U046B	Invalid Data Received From Global Positioning System Module																					
U0470																						
U0471	Invalid Data Received From Restraints System Sensor A																					
U0472	Invalid Data Received From Restraints System Sensor B																					
U0473	Invalid Data Received From Restraints System Sensor C																					
U0474	Invalid Data Received From Restraints System Sensor D																					
U0475	Invalid Data Received From Restraints System Sensor E																					
U0476	Invalid Data Received From Restraints System Sensor F																					
U0477	Invalid Data Received From Restraints System Sensor G																					
U0478	Invalid Data Received From Restraints System Sensor H																					
U0479	Invalid Data Received From Restraints System Sensor I																					
U047A	Invalid Data Received From Restraints System Sensor J																					
U047B	Invalid Data Received From Restraints System Sensor K																					
U047C	Invalid Data Received From Restraints System Sensor L																					
U047D	Invalid Data Received From Restraints System Sensor M																					
U047E	Invalid Data Received From Restraints System Sensor N																					
U047F	Invalid Data Received From Seatbelt Pretensioner Module A																					
U0480	Invalid Data Received From Seatbelt Pretensioner Module B																					
U0481	Invalid Data Received From Automatic Lighting Control Module																					
U0482	Invalid Data Received From Headlamp Leveling Control Module																					
U0483	Invalid Data Received From Lighting Control Module - Front																					
U0484	Invalid Data Received From Lighting Control Module - Rear A																					
U0485	Invalid Data Received From Radio																					
U0486	Invalid Data Received From Antenna Control Module																					
U0487	Invalid Data Received From Audio Amplifier A																					
U0488	Invalid Data Received From Digital Disc Player/Changer Module A																					
U0489	Invalid Data Received From Digital Disc Player/Changer Module B																					
U048A	Invalid Data Received From Digital Disc Player/Changer Module C																					
U0490																						
U0491	Invalid Data Received From Digital Disc Player/Changer Module D																					
U0492	Invalid Data Received From Television																					
U0493	Invalid Data Received From Personal Computer																					
U0494	Invalid Data Received From Digital Audio Control Module A																					
U0495	Invalid Data Received From Digital Audio Control Module B																					
U0496	Invalid Data Received From Subscription Entertainment Receiver Module																					
U0497	Invalid Data Received From Entertainment Control Module - Rear A																					
U0498	Invalid Data Received From Telephone Control Module																					
U0499	Invalid Data Received From Telematic Control Module																					
U049A	Invalid Data Received From Door Control Module A																					
U0500																						
U0501	Invalid Data Received From Door Control Module B																					
U0502	Invalid Data Received From Door Control Module C																					
U0503	Invalid Data Received From Door Control Module D																					
U0504	Invalid Data Received From Door Control Module E																					
U0505	Invalid Data Received From Door Control Module F																					
U0506	Invalid Data Received From Door Control Module G																					
U0507	Invalid Data Received From Folding Top Control Module																					
U0508	Invalid Data Received From Moveable Roof Control Module																					
U0509	Invalid Data Received From Seat Control Module A																					
U050A	Invalid Data Received From Seat Control Module B																					
U0510																						
U0511	Invalid Data Received From Seat Control Module C																					
U0512	Invalid Data Received From Seat Control Module D																					
U0513	Invalid Data Received From Yaw Rate Sensor Module																					
U0514	Invalid Data Received From Mirror Control Module																					
U0515	Invalid Data Received From Remote Function Actuation																					
U0516	Invalid Data Received From Door Switch A																					
U0517	Invalid Data Received From Door Switch B																					
U0518	Invalid Data Received From Door Switch C																					
U0519	Invalid Data Received From Door Switch D																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U051A	Invalid Data Received From Door Switch E																					
U0520																						
U0521	Invalid Data Received From Door Switch F																					
U0522	Invalid Data Received From Door Switch G																					
U0523	Invalid Data Received From Door Window Motor A																					
U0524	Invalid Data Received From Door Window Motor B																					
U0525	Invalid Data Received From Door Window Motor C																					
U0526	Invalid Data Received From Door Window Motor D																					
U0527	Invalid Data Received From Door Window Motor E																					
U0528	Invalid Data Received From Door Window Motor F																					
U0529	Invalid Data Received From Door Window Motor G																					
U052A	Invalid Data Received From Heated Steering Wheel Module																					
U0530																						
U0531	Invalid Data Received From Rear Gate Module																					
U0532	Invalid Data Received From Rain Sensing Module																					
U0533	Invalid Data Received From Side Obstacle Detection Control Module - Left																					
U0534	Invalid Data Received From Side Obstacle Detection Control Module - Right																					
U0535	Invalid Data Received From Convenience Recall Module																					
U0536	Invalid Data Received From Lateral Acceleration Sensor Module																					
U0537	Invalid Data Received From Column Lock Module																					
U0538	Invalid Data Received From Digital Audio Control Module C																					
U0539	Invalid Data Received From Digital Audio Control Module D																					
U053A	Invalid Data Received From Entrapment Control Module A																					
U053B	Invalid Data Received From Image Processing Module A																					
U053C	Invalid Data Received From Image Processing Module B																					
U053D	Invalid Data Received From Image Processing Module C																					
U053E																						
U053F																						
U0540																						
U0541	Invalid Data Received From Entrapment Control Module B																					
U0542	Invalid Data Received From Headlamp Control Module A																					
U0543	Invalid Data Received From Headlamp Control Module B																					
U0544	Invalid Data Received From Parking Assist Control Module B																					
U0545	Invalid Data Received From Running Board Control Module																					
U0546	Invalid Data Received From Entertainment Control Module - Front																					
U0547	Invalid Data Received From Seat Control Module E																					
U0548	Invalid Data Received From Seat Control Module F																					
U0549	Invalid Data Received From Remote Accessory Module																					
U054A	Invalid Data Received From Entertainment Control Module - Rear B																					
U054B	Invalid Data Received From Interior Lighting Control Module																					
U0550																						
U0551	Invalid Data Received From Impact Classification System Module																					
U0552	Invalid Data Received From Running Board Control Module B																					
U0553	Invalid Data Received From Lighting Control Module - Rear B																					
U0554	Invalid Data Received From Accessory Protocol Interface Module																					
U0555	Invalid Data Received From Remote Start Module																					
U0556	Invalid Data Received From Front Display Interface Module																					
U0557	Invalid Data Received From Front Controls Interface Module A																					
U0558	Invalid Data Received From Front Controls / Display Interface Module																					
U0559	Invalid Data Received From Radio Transceiver																					
U055A	Invalid Data Received From Special Purpose Vehicle Control Module A																					
U055B	Invalid Data Received From Special Purpose Vehicle Control Module B																					
U055C	Invalid Data Received From Special Purpose Vehicle Control Module C																					
U055D	Invalid Data Received From Special Purpose Vehicle Control Module D																					
U055E	Invalid Data Received From Front Controls Interface Module B																					
U055F																						
U0560																						
U0561	Invalid Data Received From Seat Control Switch Module A																					
U0562	Invalid Data Received From Seat Control Switch Module B																					
U0563	Invalid Data Received From Audio Amplifier B																					
U0564	Invalid Data Received From Speech Recognition Module																					
U0565	Invalid Data Received From Camera Module - Rear																					

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0566																						
U0567																						
U0568																						
U0569																						
U0570																						
U0571																						
U0572																						
U0573																						
U0574																						
U0575																						
U0576																						
U0577																						
U0578																						
U0579																						
U0580																						
U0581																						
U0582																						
U0583																						
U0584																						
U0585																						
U0586																						
U0587	Invalid Data Received From With Radiator Anti Tamper Device																					
U0588	Invalid Data Received From Transmission Fluid Pump Module																					
U0589	Invalid Data Received From DC to AC Converter Control Module A																					
U058A	Invalid Data Received From DC to AC Converter Control Module B																					
U0590																						
U0591																						
U0592	Invalid Data Received From Gear Shift Control Module "B"																					
U0593	Invalid Data Received From Drive Motor Control Module "B"																					
U0594	Invalid Data Received From Hybrid Powertrain Control Module																					
U0595	Invalid Data Received From Powertrain Control Monitor Module																					
U0596	Invalid Data Received From AC to AC Converter Control Module																					
U0597	Invalid Data Received From AC to DC Converter Control Module "A"																					
U0598	Invalid Data Received From AC to DC Converter Control Module "B"																					
U0599	Invalid Data Received From DC to DC Converter Control Module "A"																					
U059A	Invalid Data Received From DC to DC Converter Control Module "B"																					
U059B	Invalid Data Received From Hybrid Battery Pack Sensor Module																					
U059C	Invalid Data Received from Drive Motor Control Module "C"																					
U059D	Invalid Data Received from Drive Motor Control Module "D"																					
U059E	Invalid Data Received from NOx Sensor "A"																					
U059F	Invalid Data Received from NOx Sensor "B"																					
U1021	SCP (J1850) Invalid or Missing Data for Air Conditioning Clutch Sense Input	G	g	g																		
U1039	SCP (J1850) Invalid or Missing Data for Vehicle Speed	G*	g	g				D*														
U1041	SCP (J1850) Invalid or Missing Data for Vehicle Speed																					
U1051	SCP (J1850) Invalid or Missing Data for Brake Input	G	g	g																		
U1073	SCP (J1850) Invalid or Missing Data for Engine Coolant Fan Status	G	g	g																		
U1075	SCP (J1850) Invalid or Missing Data for Engine Oil Temperature	G	g	g																		
U1089	SCP (J1850) Invalid or Missing Data for Suspension																					
U1098	SCP (J1850) Invalid or Missing Data for Vehicle Speed Control																					
U1130	SCP (J1850) Invalid or Missing Data for Fuel System																					
U1131	SCP (J1850) Invalid or Missing Data for Fuel Pump Status	G	g	g																		
U1135	SCP (J1850) Invalid or Missing Data for Ignition Switch / Starter	G	g	g																		
U1147	SCP (J1850) Invalid or Missing Data for Vehicle Security																					
U1243	SCP (J1850) Invalid or Missing Data for Exterior Environment																					
U1262	SCP (J1850) Communication Bus Fault																					
U1341	SCP (J1850) Invalid or Missing Data for Function Read Vehicle Speed																					
U1451	SCP (J1850) Invalid or Missing Data From Anti-Theft Module, Vehicle Immobilized		g													e						
U1900	CAN Communication Bus Fault - Receive Error	G			T										E	e	e	D				
U2015	SCP (J1850) Invalid or Missing Data From NGV Module	G*	g	g																		
U2023	Fault Received From External Node				T																	

	OBD-II Diagnostic Trouble Code Definitions	North America													Europe				Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [ ] = assigned but not used	Spark Ignition PCM			Standalone TCM			Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition			Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOEO	KOER	Continuous	KOEO	KOER					Continuous	KOEO	KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U2050	No application present	G			T																	
U2051	One or More Calibration Files Missing / Corrupt				T																	
U2064	Warning Indicator Requested by Another Control Module																					
U210B	Lost Communication Between Fuel Pump Control Module and Restraints Control Module	G	g	g																		
U2195	SCP (J1850) Invalid Data from SCLM (Steering Column Switches)																					
	Control Module / Power Distribution																					
U3000	Control Module																					
U3001	Control Module Improper Shutdown																					
U3002	Vehicle Identification Number																					
U3003	Battery Voltage																					
U3004	Accessory Power Relay																					
U3005	Retained Accessory Power																					
U3006	Control Module Input Power A																					
U3007	Control Module Input Power B																					
U3008	Control Module Ground A																					
U3009	Control Module Ground B																					
U300A	Ignition Switch																					
U300B	Ignition Input Accessory/On/Start																					
U300C	Ignition Input Off/On/Start																					
U300D	Ignition Input On/Start																					
U300E	Ignition Input On																					
U300F	Ignition Input Accessory																					
U3010	Ignition Input Start																					
U3011	Ignition Input Off																					